The Bombay Gazette.

No. 8,394.—New Series. BOMBAY.—MONDAY, JANUARY 3, 1876.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free by Hawkers.*

In Advance.	Rs.	In Arrear.	
For Annum	48	For Annum	60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.	Rs.	In Arrear.	
For Annum	52	For Annum	60
Half-yearly	29	Half-yearly	33
Quarterly	16	Quarterly	18
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy ..... 4 As.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

	Rs.	As.	P.
First insertion	0	8	0
Second do.	0	6	0
Third do.	0	5	0
Fourth and succeeding insertions	0	3	6

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	3 As. per Ln.
Second do.	4½ " "
Third and succeeding	2½ " "

In the Native Languages, double the above.

For Advertisements which are to be inserted for considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wants or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes, will be as follows:—

Not exceeding three lines	Rs.	0
Each succeeding line	0	3 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee* and payment must in all cases be made in *Cash*.

All Advertisements are charged according to Pica type occupied in *Bourgeoil*, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupee 1.

Art Unions, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as under with Mails, Passengers and Cargo every week.

The S.S. AFRICA, 2,031 Tons, 350 H.P., Commander C. D. Hutchinson, will be despatched on SATURDAY next 8th January 1876, at 4 P.M.

Leaves BOMBAY	Jan. 8	Leaves Tuticorin	Jan. 15
" Calicut	9	" Colombo	17
" Tellicherry	10	" Point de Galle	18
" Cannanore	11	" Tellicherry	21
" Mangalore	12	" Cannanore	24
" Beypore	13	" Mangalore	25
" Cochin	14	" Beypore	26
" Alleppey	14	" Cochin	27
Arrives at TUTICORIN	Jan. 15	" Alleppey	28
		Arrives at CALCUTTA	Jan. 30

Cargo for Singapore and China can be booked by the steamer, and will be taken over from intermediate ports for transhipment to the Messageries Maritimes Company's Steamers, which leave Batavia, Saigon, Singapore, Tiltjatjan, Palembang, Penang, Galle, Aden, Padang and Mocha, to go forward by the Messageries Maritimes Company's Steamers.

Also for Batavia, Singapore, Penang, Galle, Aden, Padang and Mocha, to go forward by Netherlands India S. N. Company's Steamers.

Bills of Lading will be signed on the day of sailing.

N.B.—No Cargo will be received on the day of sailing.

NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) under an Arrangement with Government, will despatch a Steamer every week to the PERSIAN GULF, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGAH, CHARAK, BUSHIRE, and MOHAMMERAH.

Occasionally at BAHREIN, KOWEIT, and BUSSORAH.

The S.S. CASHMERE, 1,200 Tons, 200 H.P., Commander J. Melville, will despatch on FRIDAY next, the 7th January 1876, at 4 P.M.

Leaves BOMBAY	Jan. 7	Leaves BUSHIRE	Jan. 26
" Curachee	11	" Bussorah	28
" Gwader	14	" Fao	28
" Jask	20	" Bushire	28
" Lingah	23	Arrives at Koweit	Feb. 1
" Bunder Abbas	25	" Bunder Abbas	4
Arrives at Muscat	26	" Muscat	6
" Mohammerah	28	" Gwader	8
" Bushire	31	" Curachee	11
		" BOMBAY	14

N.B.—No Cargo will be received on the day of sailing.

NICOL & Co., Agents.

STEAM COMMUNICATION WITH KARRACHEE AND COAST PORTS.

CALLING AT KANDLA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) are prepared to enter into Contract with Government for the Conveyance of Troops, &c., between Karrachee and Kandla, and the Coast Ports, with the weekly sailings of their Steamers leaving the Fair Island on every Saturday, and Karrachee every Tuesday, at 4 P.M., and arriving at Kandla on the third day at 2 P.M.

The S.S. KURRACHEE, 1,200 Tons, 200 H.P., Commander J. Avenel, will be despatched on SUNDAY next Mangalore, and Cochin.

The S.S. CASHMERE, 1,200 H.P., Commander J. Melville, will be despatched on FRIDAY next.

N.B.—No Cargo will be received on the day of sailing.

NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY.

STEAMER FROM BOMBAY TO ITALY.

PASSENGERS and Cargo.

Rates of all Transit Passengers (Deck Passengers, 1st Class.)

	1st Class.	2nd Class.
	Rs.	Rs.
	250	150
	250	150
	250	150
	250	150
	250	150
	250	150
	250	150
	250	150
	250	150

Without food.

Children under 8 years, free; under 12 years, half fare. Children not above 1 year, Rs. 10.

NEXT STEAMERS FROM BOMBAY:—

SYRIA, to sail on SATURDAY, 3rd January 1876.
TAVIA, to sail on TUESDAY, 1st February 1876.
ITALIA, to sail on TUESDAY, 15th February 1876.
SYRIA, to sail on WEDNESDAY, 1st March, 1876.
ITALIA, to sail on WEDNESDAY, 15th March 1876,

and on the 1st January 1876 Steamer will leave Genoa on the 15th and Bombay on the 15th of every month, further notice.

Steamers of this Company carry First and Second-class accommodation; and also have a Doctor and a Steward on board.

Cargo to be on board 48 hours before the time of departure will be received and published a day or two previous to sailing.

For freight, &c., apply to C. GUINA,
Agent Rubattino Steam Navigation Company,
No. Elphinstone Street.

Bombay, 29th December 1875.

ANCHOR LINE—REGULAR SERVICE.

BOMBAY TO LIVERPOOL via SUEZ CANAL.

THE following first class Steamers of the ANCHOR LINE will sail from GLASGOW to LIVERPOOL, to PORT SAID, SUEZ, ADEN, and from BOMBAY to SURAT SAID, GIBRALTAR and LIVERPOOL.

Tons	H.P.	From Glasgow.	From Bombay.
CHINDWARA ...	2107	436	4th Dec.	11th 26th Jan.
ITALIA	2277	426	1st Jan.	8th 23rd Feb.
SYRIA	2731	678	22nd Jan.	29th 17th March.

Steamers regularly thereafter, forty sailings arranged for the requirements of the trade.

For the Steamers of the LONDON and BOMBAY LINE and a limited number of SECOND CABIN PASSENGERS, and have super First accommodation for Passengers, and have a Surgeon and Stewardess on board every steamer. They have also a liberal and usually good table.

Passengers and Cargo booked through both in connection with the Anchor Line Steamers to and from Europe from Bombay Liverpool Suez.

FIRST CLASS	300	300
SECOND CLASS	200	200

Assortment of 15 per cent. will be given on Passage Money to Passengers booked by Anchor Line within twelve months of time of landing.

For Rates, Freight, &c., apply to

W. & A. GILBEY, Agents.

Bombay, 29th December 1875.

STEAM COMMUNICATION WITH THE PERSIAN GULF.

THE following first class Steamers of the PERSIAN GULF LINE will sail from BOMBAY to SURAT, MUSCAT, BUNDER ABBAS, LINGAH, CHARAK, BUSHIRE, and MOHAMMERAH.

Occasionally at BAHREIN, KOWEIT, and BUSSORAH.

	Tons	H.P.	From Bombay.
PERSIA	2107	436	4th Dec.
ARABIA	2277	426	1st Jan.
PERSIA	2731	678	22nd Jan.

Steamers regularly thereafter, forty sailings arranged for the requirements of the trade.

For the Steamers of the LONDON and BOMBAY LINE and a limited number of SECOND CABIN PASSENGERS, and have super First accommodation for Passengers, and have a Surgeon and Stewardess on board every steamer. They have also a liberal and usually good table.

Passengers and Cargo booked through both in connection with the Anchor Line Steamers to and from Europe from Bombay Liverpool Suez.

FIRST CLASS	300	300
SECOND CLASS	200	200

Assortment of 15 per cent. will be given on Passage Money to Passengers booked by Anchor Line within twelve months of time of landing.

For Rates, Freight, &c., apply to

W. & A. GILBEY, Agents.

Bombay, 29th December 1875.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first class Vessels will be despatched for PORT SAID.

Vessels.	Captains.	Tons.	H.P.	Jan.	From
KERWA	C. G. Perrins	2809	450	3rd	Southampton.
PERA	E. Northcote	2119	450	10th	Southampton.
KHEDIVE	J. P. Steward	3742	600	12th	&c.
ZAMBESI	A. Lyon	2422	400	24th	Southampton.
DECCAN	J. P. Gaby	3429	560	31st	Southampton.

Passengers are booked to Malta, Gibraltar and Marseilles by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers passengers change vessels at Brindisi.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their Baggage to the Dock at Mazagon, on the day of the Steamer's departure, previous to 4 P.M., precisely on the day of sailing, in order that it may be weighed and labelled previous to Shipment.

A Small Steamer will leave the New Dock Jetty Head at Mazagon at 2 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 21st December 1875.

STEAMER FOR CHINA, AND JAPAN.

On TUESDAY, the 11th Jan. 1876, at 5 P.M., from Mazagon.

THE P. and O. Co.'s S.S. GOLCONDA, Capt. C. Anderson, 1,909 Tons, and 450 H.P., is despatched as above carrying Mails, Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after noon on the day previous to sailing, and no brokerage will be allowed on an chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, of SATURDAY, the 8th January 1876.

GEORG F. HENRY,
Bombay, 28th December 1875. Superintendent.

NOTICE.

CONSIGNEES per Steamer TIMOR are hereby informed of the ARRIVAL of the Vessel, and REQUIRED to TAKE DELIVEY AT ONCE of their respective GOODS. No CLAIM of any kind will be PAID after the DEPARTURE of the Steamer unless it be PREVIOUSLY PASSED by the Captain.

W. NICOL & Co., Agents.

Bombay, 28th December 1875.

SALE BY AUCTION.

CRAWFORD AND COMPANY, 2, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

THIS DAY, MONDAY, 3rd instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, at their rooms:—

10 bales grey shirtings,
6 cases prints,
1 case coloured merino,
15 bales Printing Paper, 20 lbs.

By order of the Administrator-General a quantity of furniture and jewellery of the late James Rankin consisting of round, dining, and dressing-tables, sofa couches, sideboard, wardrobe, Bengal cots, easy and arm chairs, books, wearing apparels, Rodgers's knife, carthenware, gold watch guard, watch, gulpaulty, silver sockets, gold studs, cuff links, razor, locket, eye-glass, &c.

2 sets dinner and 1 set tea-dust services.

SALE OF FANCY GOODS.

THIS DAY, MONDAY, the 3rd instant, at 2 P.M. Messrs. CRAWFORD & Co. will sell by Public Auction, at their rooms, a consignment of fancy goods, just imported, consisting of coloured prints and steel engravings of various subjects, Japanned cash-boxes, table knife, tooth brushes, cards of tools, metal tea-spoons, waterproof overcoats, papier mache tea trays, 30, 32 and 36 gauge safes, fancy and brass candle-sticks, mirrors, shirt studs and links, carriage lamps, Turkey sponge, Japanned tin tea trays, portmanteaus, shell glove and ottoman boxes, floral perfume, wax candles, key-rings, table and dessert knives and forks, plated liquor stand, ornate and pickle frames, manicating nots, scent boxes, beefsteak dishes and covers, tea services, coke brass, ivory tooth combs, steel needles, plated and dessert spoons and forks, silt Albert chain, plated tea trays, purses, chessmen, lady's gilt muff, plated buttons, fancy pipes, toast racks, pencil cases, ladies' checked alpaca and Holland aprons, cards of brass padlocks, hammers, &c.

SALE of a moiety or half share in a valuable landed property in Tank Bazar Street within the Fort.

Under instructions from the Administrator General, Messrs. CRAWFORD & Co. will sell by Public Auction on the premises on TUESDAY, the 4th day of January, 1876, at 4 P.M., the moiety or half share of the late Nowrojee Pallanjee Fowri in all that piece or parcel of land or ground with the messuage or dwelling house thereupon erected and being thereon numbered No. 11, Bhatia Street, Fort, and bounded on the east by the yards or premises of Sir Jamsetjee Jejeebhoy, on the Bombay Bazar, on the west by A. sweeper's passage, Borah Bazar, on the north by his premises and partly to Sir Jamsetjee Jejeebhoy, the property of Sir Jamsetjee Jejeebhoy, on the Jeejeebhoy, and on the south by the premises of Sir Jamsetjee Jejeebhoy, and on the north by the premises of Sir Jamsetjee Jejeebhoy, and on the south by the old Lane called Hanooman Lane.

CRAWFORD & Co.

Bombay, January 1876.

MERJEE, JOHNSTON & Co.—TO-MORROW, TUESDAY, the 4th instant at 1 P.M., Messrs. MERJEE JOHNTONE & Co. will sell by Public Auction in our sale room on account of the concerned to close Auction, a quantity of Jacquenow Champagne, fresh Bacon in account, 1 dozen Mustard in 1 lbs. and lbs. bottles; Also 1 English Mina, Cob Mustard in 1 lbs. and lbs. bottles; Also 1 English Brougham with fast trot horse being the property of a gentleman.

Also P.M. on account of the underwriters one case containing pieces prints, marked heart P L, No. 2,477, ex VB, Bangalore.

MERJEE, JOHNSTON & Co.

Bombay, 3rd January 1876.

NEW ADVERTISEMENTS.

NOW READY,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail, contains, in addition, all the News of the Week, specially-written Market and Freight Report, and a well-digested Summary of Events.

Price ... Subscription (in advance) Rs. 12

Annas 4

NOW READY,

THE BOMBAY SUMMARY OF CURRENT AND PRICE OF TRADE.

Published once a week before the departure of the Overland Mail for Europe.

The Bombay Price Current contains—

A Specially-Written Market Report, &c.

Quotations of Imports and Exports, and Customs' Duties.

Comparative Summary of Imports from Bombay, up to date as per Ships' Manifests, and the total Exports for the month, and for the same period as far back as 1867 and 1874 respectively.

Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Britain up to date with the total for the month and the same period as far back as 1867 and 1874 respectively.

Share List and Rates of Exchange.

List of Vessels in Bombay Harbour on the date of publication, and of arrivals and clearances during the week.

Annual Subscription for the Single Copy ..... tures of Vessels during the week.

"Bombay Gazette" Office in advance..... Rs. 10

..... Annas 4

SPECTACLES. Meadow Street, Fort.

EYE SPECTACLES.

COLOURED GLASSES. SPECTACLE PRESERVERS.

Best Steel Frames of Nickel-plated Gilt Steel, Gold, Steel, Gilt Sterling Silver, Assorted for every Tortoise-shell.

Sight, and Degree of Short or Long Guaranteed of first quality.

EVERY ASSISTANCE AND INFORMATION SUPPLIED.

D. S. KEMP & Co., BOMBAY.

TO SMOKERS.

JUST TO HAND

A CHOICE PARCEL OF CAVITE CIGARS AND CHEROOTS,

THE FINEST IMPORTATION OF THE SEASON, Rs. 65 per 1,000.

DIGULS, No. 1, A SPECIAL LOT, WELL MATURED.

HINDLOOLS HAVANNAH, Mr. TUBURG'S OWN BRAND, THE HINDLOOLS HAVANNAH PAR EXCELLENCE.

THE MONOPOLY CHEROOTS AND CIGARS, SPECIALLY PREPARED OF SELECTED TOBACCO, all in SUPERB condition.

CONADAS. LEISURE HOURS. POLLY VARDENS. BABINGTONS. BURMAHS. OFFICE.

JUST RECEIVED A SMALL PARCEL OF REAL HAVANNAH CIGARS. INTENDING PURCHASERS ARE RECOMMENDED TO MAKE EARLY APPLICATION.

FOR SPECIAL PRICE LIST APPLY TO

NEUBERG,
MEADOW STREET, BOMBAY.

NEW ADVERTISEMENTS.

NEW YEAR'S GIFTS.

FOR A LADY.

Gold Bracelet.
Gold Brooch.
Gold Eardrops.
Gold Locket.
Gold Necklet.
Gold Chain.
Gold Ring.
Tiger Claw Jewellery
Coin Jewellery.
Cuttack Jewellery
Lucknow Jewellery.
Jet Jewellery.
Coloured Silk Dress, 16 yds. Rs. 65.
Black Silk Dress, 18 yards Rs. 75.
Muslin Dress, Rs. 20.
Paris Fan, Rs. 10 to Rs. 80.
Paris Bonnet, Rs. 15 to Rs. 70.
Paris Shoes, Rs. 10 to Rs. 40.
Paris Boots.
Albanian Shawl, Rs. 80.
Silk Jacket, Rs. 30 to Rs. 70.
Lace Polonaise
Kid Gloves.
Lace Handkerchiefs.
Porcelain Bouquets.
Silk Umbrella.
Paris Sunshade.
Oxydized Belt.
Gilt Chatelaine.
Silver Satchell

FOR A GENTLEMAN.

Gold Studs.
Gold Solitaires.
Gold Links.
Gold Scarf Pin.
Gold Scarf Ring.
Gold Signet Ring.
Charms.
Black Hat.
Drab Hat.
Despatch Box, Rs. 30 to Rs. 60.
Kid Gloves.
Bordered Handkerchiefs.
Silk Pugree.
Cigar Cabinet.
Ivory Chessmen.
Field Glass.
Dressing Bag.
Seal Skin Smoking Cap.

WATSON & COMPANY,
CHURCH GATE STREET AND RAMPART ROW,
BOMBAY.

NEW ADVERTISEMENTS.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

On SATURDAY, the 8th Jan., at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's Steamship CHINA, 2,016 Tons, and 470 H.P., Captain G. S. Brooks, will be despatched as above, calling at Galle.

For Freight or Passage, apply to

GEORGE F. HENRY,
3, Rampart Row, 31st Dec. 1875. Superintendent.

JAMSETJEE EDALJEE AND CO.,
IRON AND BRASS FOUNDERS, ENGINEERS, SAWYERS, &c.,
LESSEES OF THE BARODA COTTON GINNING FACTORY, IRON FOUNDRY AND SAW MILL,
BARODA.

BULL'S PATENT HAND DREDGER for WELL SINKING, or for CLEANING OUT OLD WELLS. For particulars apply to

A. H. BULL,
Sahebgunge, via Lickree Gully.

CATHEDRAL SCHOOLS, BOMBAY.

THE CATHEDRAL CHOIR SCHOOL will RE-OPEN under the Revd. D. T. MACKAY, B.A., of Corpus Christi College, Cambridge, on MONDAY, January 10th, in the premises lately occupied by the Bombay Chess Club, Meadow Street, Fort.

A GIRLS' SCHOOL also will be opened in connection with the Cathedral under the Superintendence of MRS. MACKAY.

BOMBAY EDUCATION SOCIETY.

BYCULLA SCHOOL TREAT.

The TREAT will take place on the School premises on WEDNESDAY the 5th of January, when the favour of the attendance of subscribers, and of all other persons interested in the Schools, is particularly requested.

The CHRISTMAS TREE PRESENTS will be distributed at half-past five o'clock, after which there will be a display of FIREWORKS.

His Excellency the GOVERNOR'S BAND has been kindly sent for the occasion.

G. C. REYNELL,
Honorary Secretary.

Byculla, 3rd January 1876.

TEAK TIMBER AND SCANTLINGS FOR SALE AT MODERATE PRICES.

MESSRS. RAMCHUNDER MAHADEO & Co., IRON and TIMBER MERCHANTS, thank the Engineers, Contractors and the Public for the liberal support they have hitherto received, and beg to acquaint them that they have for Sale from fresh arrivals—

A large quantity of First Class TEAK SQUARES, SCANTLINGS, BOARDS and BATTENS of all sizes.

GALVANIZED CORRUGATED SHEET IRON and ENGLISH and SWEDISH BAR IRON of all sizes and descriptions.

Bombay, Elphinstone Circle, 1st January 1876.

TO BE LET, a RESIDENCE in Rampart Row just vacated by Geo. Inglis, Esq. Rent moderate.

A RESIDENCE, in Forbes Street, just vacated by James Morris, Esq. Rent Rs. 80.

A RESIDENCE in Military Square, just vacated by G. S. Jopp, Esq. Rent Rs. 80.

The ROOMS in Medows Street, lately in the occupation of Mrs. Bruce. Rent Rs. 125.

A RESIDENCE in Hornby Row, for Rs. 100.

Three RESIDENCES in Church Gate Street, for Rs. 100, 125 and 200.

A RESIDENCE in Elphinstone Circle, for Rs. 200.

A RESIDENCE in Church Lane, for Rs. 85.

A RESIDENCE in Meadow Street, for Rs. 60.

A FURNISHED RESIDENCE in the Fort, for Rs. 150.

Two RESIDENCES in Oak Lane, for Rs. 35 and 45.

For further particulars, apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, a Commodious Upper-Storied BUNGALOW at Mazagon, just vacated by Honeree Cursetjee Dady, Esq. Rent Rs. 160. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

CHINCHPOOGLY HILL.

TO BE LET, the BUNGALOW on Chinchpoogly Hill, vacated by J. A. Ross, Esq. Rent Rs. 100. Apply to

E. W. FLOWER.
4, Hummum Street. House Agent.

TO BE LET, the BUNGALOW on Chinchpoogly Hill, vacated by E. [illegible] Esq. Rent

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, the BUNGALOW on Chinchpoogly Hill, vacated by W. Morris, Esq. Rent Rs. 75. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, the BUNGALOW on Chinchpoogly Hill, lately in the occupation of T. G. Molseay, Esq. Rent Rs. 75. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, ROOMS suitable for Offices. Apply on the Premises No. 5, Forbes Street.

THACKER, VINING & CO.

LETTS' DIARIES.

Folio No. 51, One Day to each page	8 12
Folio No. 52, Two Days on each page	7 8
Folio No. 53, Three Days on each page	6 0
Folio No. 41, Scribbling Diary, One Day on each page	3 12
Folio No. 32, Scribbling Diary, Six Days to a page, with blotting	1 4
Quarto No. 1, One Day to a page	6 4
Quarto No. 3 B., Three Days in an opening Dr. and Cr.	5 0
Quarto No. 4, a week in an opening	3 4
Quarto No. 33, Scribbling Diary, 3 Days in one page and blotting	1 8
Octavo No. 8, One Day to a page	4 4
Octavo No. 8, One Day to a page, with lock	7 8
Octavo No. 9, Two Days to a page	3 8
Octavo No. 9, Two Days to a page, with lock	6 0
Octavo No. 11 B, Three Days in an opening Dr. and Cr.	3 12
18mo. No. 13, Three Days in page	1 8
Long 18mo. No. 15, 3 days in page	1 8
RUSSIA LEATHER LOCK COVERS for Nos. 8 and 9 each	7 8

THACKER, VINING & CO.

DR. BRIGHT'S PHOSPHODYNE.

THE Undersigned beg to intimate that they only sell the above preparation for CASH.

Per Case, 10s. 6d. at 1s. 9d. per Rupee ..... Rs. 6.

The Trade supplied at discount.

D. S. KEMP & Co., BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE—Bay Arab HORSE, HARNESS and DOGCART, Turn-out, Rs. 650. Apply to "C.," *Bombay Gazette*.

WANTED, by an experienced Certified ENGINEER, just returned from England, a situation, having 6 years' of experience in India. Apply to "M." *Bombay Gazette*.

THE BOMBAY CHESS CLUB have THIS DAY REMOVED to their New Quarters, 9, Rampart Row [illegible] Hon. Secretary.

TURN-OUT FOR SALE.—A stylish DOGCART in good order (by Neal), Brass mounted HARNESS, a 6 year old trotting Australian MARE, 6 years old, quiet in saddle and harness. Turn-out complete. Rs. 1,100. Apply JAFFER SULLIMAN & Co., Hummum Street.

NOTICES.

WE HEREBY GIVE NOTICE that Messrs. HENRY THEODORE GADDUM and CHARLES ADOLPHUS GADDUM have THIS DAY RETIRED from our Firm.

GADDUM & Co.

Bombay, 31st December 1875.

THE INTEREST and RESPONSIBILITY of MR. ALEXANDER HENRY CAMPBELL in our Firm CEASED on the 31st ultimo, and Mr. MAGNUS MOWAT has THIS DAY been ASSUMED as a PARTNER.

RITCHIE, STEUART & Co.

Bombay, 1st January 1876.

ALWAYS ON HAND, AT P. GRANT AND SON'S, 2, RAMPART ROW, SADDLERY AND HARNESS OF EVERY DESCRIPTION, WHIPS, SPURS, AND MILITARY ACCOUTREMENTS.

NOTICE.

PURSUANT to Act XXVIII. of 1866, called "The TRUSTEES and MORTGAGES POWERS ACT of 1866," and in the matter of the Property and Credits of SHAM CHURN MULLICK, late of Calcutta, deceased, who died leaving a Will and Codicil, at Calcutta on the 11th day of December 1874, and LETTERS of ADMINISTRATION (with Will annexed) to whose Property and Credits was granted by the High Court of Judicature, Bombay, on the 23rd day of December 1875, to PURDOONJEE MERWANJEE BANAJEE, the duly constituted Attorney of SREEMUTTY BAJRANEE DOSSEE, the Widow, and NUNDOLALL MULLICK, the only Son, the Executrix and Executor named in the said last Will and Testament and Codicil of said Sham Churn Mullick, deceased. Notice is hereby given that all PERSONS being Creditors of or otherwise having any CLAIMS upon or against the Estate of the said Sham Churn Mullick, deceased, are required on or before MONDAY, the Thirty-first day of January One Thousand Eight Hundred and Seventy-six to send to the said Administrator at the Office of Messrs. RIMINGTON, HORE and LANGLEY, at No. 23, Apollo Street, Bombay, the particulars of such claim upon or against the Estate of the said deceased, and that at the expiration of such time the said Administrator will hand over the whole of the Assets of the said deceased to said Sreemutty Bajranee Bossee and Nundolall Mullick, having regard only to the claims of which he shall then have Notice. All persons indebted to the said deceased's Estate or having property of his in their hands are hereby required forthwith to pay their debts or hand over such property to the said Administrator.—Dated this 24th day of December 1875.

RIMINGTON, HORE & LANGLEY,
Proctors, Bombay.

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	Cash. Rs.	a
FINE OLD PALE COGNAC (Treacher's celebrated Heart Labelled), pure, soft and delicate, per dozen	29	0
OLD PALE BRANDY, a Spirit equal to the first class brands of Hennessy, Martell, and others, commonly sold at a higher rate	26	0
OLD BRANDY; a sound wholesome spirit	22	0

These well-known Spirits, unequalled for purity and softness, find an increasing sale throughout the whole of India.

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BOMBAY, BYCULLA, AND POONA.

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SEASON 1875-76.

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The entire Series now consists of over 500 Photographs, size 8 inches by 6½, the subjects being most artistically chosen and photographed, and exquisitely printed; they are certainly equal, if not superior, to any that have yet been produced, whilst they are sold at the remarkably cheap rate of Rs. 15 per Dozen.

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Deck Suits	10 to 15	8
Overalls Suits	25	0
Warm Suits	33	0
Overcoats and Inverness Capes from	35	0
Dressing Gowns	2 to 20	0
Pyjamas	3	0
Oxford Shirts, Collar attached	5	12
White do.	4	8
French Cambric do., Collar attached	4	8
English Cambric do.	4	0
Best Shrunk Flannel do.	8	0
Silk and Wool do.	6	0
Merino Under Vests 3-8 to	7	0
Bathing Drawers	2	0
Gents' Under Pants 4 to	8	0
Gents' Cotton Socks doz.	8	8
Wrist do.	1	8
Ladies' Under Vests 4-8 to	6	8
Ladies' White Cotton Hose doz.	13	8
Ladies' Heather Merino Hose doz.	9	8
Children's White Cotton Socks from doz. 4-8 to	12	8
Heather Merino do 6-8 to	12	8

	Rs.	a.
Travelling Caps	3	8
Travelling Sola-hats Caps 6-8 to	8	8
Travelling Hats 3-8 to	4	8
Cardigan Jackets, very warm 9-8 to	12	8
Sheets, per pair	9	8
Pillow Cases, each 1-4 to	2	8
Blankets each	10	8
Long Rugs or Scotch Mauds 10 to	15	0
Razais or Quilts 5 to	8	8
Ladies' Long Wool Shawls		
Iamb Under Vests 3-8 to	7	0
land Trunks 12-8 to	23	0
Solid Leather do	40	0
Extra Large do	75	0
Black Hide Bags	11	8
Extra large do	24	0
Gladstone Bags	35	0
Travelling Writing Cases fitted	11	4
Gents' Bags, fitted complete	72	0
Ladies' Carriage Bags, fitted complete	58	8

	Rs.	a.
Gents' Dressing Cases	11	8
Studd Linen Bags, all sizes 5 to	6	0
Cash Bags	6	12
Courier do	4-8 to	12	8
Money Belts	2-8 to	5	8
Sovereign Boxes	3 to	4	8
Soap Boxes		1	8
Smelling Salts, per bottle		2	8
Aromatic Vinegar per bot		2	0
Do. Horse Hair do		7	8
Folding Camp Bedsteads		25	0
Cork Mattresses		19	8
Cotton do.		15	0
Pillows	1-8 to	2	8
90 Inch Cloth	2 to	12	0
Waterproof Sheeting		6	0
42-Inch White Waterproof		4	8
Linen Faced Collars		0	12
Linen Collars doz.		6	0
Cambric Handkerchiefs		1	0
Warm Gloves		1	8
Mitts		1	8
Mufflers		1	13
Pugs, Scarf		1	0
Sailors' Knot	1-8 to	3	0
Windsors for Bow or Ring	1-8 to	4	0

	Rs.	a.
Filters for Travellers covered Wicker from	11	4
Pocket Filters	2	12
Air Tight Uniform cases	23	0
Sponge Bags	1	8
Sponges	3	8
Soap Boxes	1	8
Smelling Salts, per bottle	2	8
Aromatic Vinegar per bot	2	0
Tooth Brush Guards	0	10
Do. Brushes	0	10
Nail Do.	0	12
Razors, Ivory Handles	3	8
Do. Strops	3-8 to	5	8
Nail Scissors	1-8 to	1	12
Champagne Taps		5	8
Pocket Knives		2	8
Marine Soap, 3 cakes for		0	12
Shaving do. Stick		1	0
Overland Chairs, best Beech	6 to	12	

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MRS. LAKE has the pleasure to announce to the Ladies of Bombay, &c., that she has just received a choice and fashionable consignment of Millinery, &c. for the SEASON, consisting of "Bonnets and Hats," trimmed and untrimmed; "Dresses" in all the new materials, Silks, Satins, Velvets, "Ribbons," "Feathers," "Flowers," &c.

Superior Kid Gloves for Gentlemen—White, Black and Colored, also "Black and White Scarves and Dress Neckties."

*Superior Kid Gloves for Ladies—1, 2

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SHIPPING INTELLIGENCE.

ARRIVALS.

Jan.	Vessels.	Commanders.	From.
1	Precurseur (s).....	Sensine	Bordeaux, Nov 26.
	Flor de Mar.....	Nacoda	Mozambique, Oct 18.

DEPARTURES.

Jan.	Vessels.	Commanders.	Destination.
1	Sumatra (s).....	Cabaora.....	Genoa &c.
	Ethiopia (s).....	Atkinson	Coast and Calcutta.
	Ocean (s).....	Baker.....	Coast and Cutch.
	H. M. S. May Frazer	Guthrie	Carwar.

CALCUTTA.

Dec. ARRIVALS.

26	Cardigan Castle.....	Davies	Bombay, Nov 5.
	Burns Family	Dougall.....	London, Sept 4.
29	Sulina	Starkey	Moulmein, Dec 13.
	City of Madrid	Swan	Liverpool, Sept 22.
	Atlanta.....	Dray	London, Sept 4.

Dec. DEPARTURES.

28	Moses (s).....	.....	.....
	Sir J. Lawrence.....	.....	.....
	Flying Venus	.....	.....
	Pandora	.....	.....

ADEN.

ARRIVALS.

Nov. 27 Cosmopolis, ship, Lyons, from Cardiff.
Dec. 4 President, barque, Valeur, from Shields.
15 Teherkaut R, ss, Branscish, from Bombay.
16 Khedive, ss, Steward, from Southampton.
16 J B Walker, ss, Green, from Southampton.
16 Manoura E, ss, Husson, from Zeila.
16 C W Anderson, ss, Clark, from Cocanada.
17 Zeal, ss, Priest, from Bombay.
17 Bhabha, ss, Joy, from Bombay.
17 Jane, ss, Stach, from Bombay.
18 Romulus, ss, Haig, from Colombo.
18 Hydaspes, ss, Rosaldson, from Calcutta.
19 Chilvers, ss, Wilkes, from London.
19 Vittore, ss, Lazzarich, from Trieste.
19 Lorne, ss, Butcher, from Shanghai.
20 Terra Topan, barque, Beadle, from Zanzibar.
20 A sdyr, ss, Butler, from Mars illes.
20 Geelong, ss, Fraser, from Bombay.
20 Timor, ss, Brown, from London.
20 Benledi, ss, Buchanan, from London.
21 Alma S G, bsq, Scott, from Glasgow.
21 Precurseur F, ss, Sensine, from Bordeaux.

DEPARTURES.

Dec. 15 Teherkaut R, ss, Branscish, to Marseilles.
15 Khedive, ss, Steward, to Bombay.
16 J B Walker, ss, Green, to Batavia.
16 C W Anderson, ss, Clark, to Marseilles.
17 Zeal, ss, Priest, to Kilt.
18 Manoura E, ss, Husson, to Berberra.
19 Junes, ss, Sturli, to Trieste.
19 Romulus, ss, Haig, to London.
19 Hydaspes, ss, Rosaldson, to Southampton.
19 Chilvers, ss, Hawkins, to Red Sea.
20 Dahlia, ss, Joy, to Jeddah.
20 Vittore, ss, Lazzarich, to Bombay.
20 Lorne, ss, Butcher, to London.
20 Geelong, ss, Fraser, to Yeneo.
20 Timor, ss, Brown, to Bombay.
21 Asadyr, ss, Butler, to Shanghai.
21 Benledi, ss, Buchanan, to China.
22 Precurseur F, ss, Sensine, to Bombay.

VESSELS IN HARBOUR.

Cosmopolis, ship, Lyons, from Cardiff.
President, barque, Valeur, from Shields.
Taria Topan, barque, Beadle, from Zanzibar.
Alma S G, boat, Scott, from Glasgow.
Timor, ss, Brown, Pseed out.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 31ST DECEMBER, 1875.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected to 32 deg. Fah.	29·342
Temperature of the Air	77·6
Wet Bulb Thermometer	68·2
Dew Point	66·1
Relative humidity of Air	to 638
Extent of cloudy sky (the whole sky clouded=8).	0·0
Maximum temperature of air (read at 9-30 a.m. on following day)	83·8
Minimum do. do.	70·6
General Direction of Wind	NNE, ENE, NE, ENE, E, W, NW, NNW, NNE, NE.
Movement of wind in 24 hours	189

BOMBAY ARMY ORDERS,

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF

ADJUTANT GENERAL'S OFFICE, HEAD QUARTERS, BOMBAY, 31st December 1875.

The Commander-in-Chief is pleased to make the following appointments:—

21st Regt N I (Marine Batn)—Lt B L P Reilly, 11th Foot, *Officiating* Wing Subn on probation 26th N I, to be 2nd Wing Subn on probation.

Maj W T Elen, S C, is placed on general duty, Bombay, on the termination of his present tenure of the office of Secretary to the Government of India in the Military Department.

The undermentioned officers are turned adjutants of their regiments:—

Surg I B Lyon, f chemical Analyser to Government and Professor of Chemistry, Grant Medical College.

No 49-29th Bgde, Lance Sergt ... de Skinner, 2nd Batn 7th Royal Fusiliers is appointed ... Commissariat Dept and transferred to the Umballa Division.

The services of ... Gunner William James Cole, 6th Bde R A, are placed at the disposal of the Inspector General of Ordnance, Bombay.

The following orders are confirmed:—

Staff Station Order—Dated 27th Dec 1875, appointing Lieut W C F Field, 17th N I, Station Staff Officer.

12th Foot 2nd Batn—Regtl Order, dated 1st Nov 1875, notifying that Lt R Eastaugh ... to be Quartermaster and Interpreter to the Regiment.

Capt Tyrie of Station Staff Officer, Kirkee, in addition to his own, from the 11th to the 23rd Dec 1875.

The undermentioned officers have leave of absence:—

Royl Arty—Maj H McLeod (F Batv 20th Bde) to England, per Troopship, from date of departure, to appear before a medical board.

7th Foot (2nd Batn)—Sub Lieut T J Foster, from 29th Aug to 9th Dec 1875, on private affrs.

[This cancels the leave pending retirement granted to this officer in G O C No 333, 14th Aug last.]

Army Medical Dept—Fur: Maj J Mackay, to Bombay, from date of his departure, for eight days, on medical certificate, preparatory to obtaining a final certificate to Europe.

BENGAL GOVERNMENT ORDERS.

BY THE LIEUTENANT-GOVERNOR OF BENGAL.

(*Calcutta Gazette*, Dec. 29.)

REVENUE AND GENERAL DEPARTMENTS.

Lt A E Gordon, Asst Comr in charge of the Sonpore Sub-division of the Chittagong Hill Tracts, is allowed leave for three months, under Section 21, Chapter VI of the Civil Leave Code, with effect from the date on which he may be relieved of his charge.

Mr Arthur Hutton Symes, Dist Supdt of Police, Chittagong Hill Tracts is vested with the powers equivalent to those of a Deputy Collr.

The services of Mr G W Pace, who has recently been appointed to be a member of the Bd of Civil Service, are placed at the disposal of the Govt of India in the Home Dept.

Mr Trevor John Chichele Grant Muir and Deputy Collr, Howrah, is vested with the powers of a Collr under Act X (1870), for the acquisition of land required for public purposes in the town of Howrah.

Mr William Cheri s Muller, Depy Mag and Deputy Collr, Rungpore, is allowed leave for six months, under Section 5, Supplement, F of the Civil Leave Code.

Mr Samuel Charles Hamilton, Depy Mag and Depy Collr, Rungpore is allowed leave for three months, under Section 21, Chapter VI of the Civil Leave Code.

The order of the 24th Nov 1875, published in the "Calcutta Gazette" of the 1st instant, granting leave for seven days to Mr George Ambrose Grierson, Asst Mag and Collr, to enable him to attend the High Proficiency Examination in Sanskrit, to be held in Calcutta in Jany 1876, are cancelled.

Mr J G Charles, Offg Joint-Mag and Deputy Collr, 24-Pergunnahs, is authorized, under section 26 of Act VII of 1871 (the Indian Emigration Act), to perform the duties and exercise the powers of the Mag of the district under that Act.

Mr E M Money, Asst Mag and Collr, Mozufferpore, is allowed subsidiary leave for a period of one month and nine days, with effect from the 22nd Nov 1875, under Section 18-3 of the Civil Leave Code.

Mr Charles Richardson Marriott, Asst Mag and Collr, Patna, is transferred to Chumparun.

Mr James Austin Bourchier, C S, is appointed to act as Asst Secy to the Govt of Bl, during the absence on deputation of Mr R J S Cotton, or until further orders.

Mr George Easton, who reverts to his appointment as Head Asst, Genl Dept of the Bl Secretariat, is re-appointed to be Registrar, Revenue and Genl side of the Office.

Mr Horace Abel Cockerell, Comr of the Dacca Division, is allowed subsidiary leave for a period not exceeding thirty days from 10th Dec 1875.

OVERLAND SUMMARY

OF

THE BOMBAY GAZETTE.

Compiled for despatch by to-day's Mail.

Price—As. 4 per Copy.

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Births, Marriages, and Deaths.

With the Indian Edition there is a Supplement containing—
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English Political and Social Letter.
Heads of Intelligence.

DOMESTIC OCCURRENCES.

(THE RULES FOR INSERTING A DOMESTIC OCCURRENCE IN THIS COLUMN WILL BE FURNISHED ON APPLICATION.)

BOMBAY.

DEATH.

COGHLAN—December 30th, at Goa, Mary Josephine, the beloved wife of William Mant Coghlan, Esq., C.S.

OTHER PRESIDENCIES.

DEATH.

ALONE—December 25th, at Lucknow, (Christmas Day), Lizzie the loving and beloved wife of Mr. Alfred Alone, aged 28.

The Bombay Gazette.

MONDAY, JANUARY 3, 1876.

THE English Government has already begun to discover that its investment of four millions sterling in the Suez Canal entails a good many responsibilities. We do not refer merely to the political colouring given to the transaction by the Russian and French papers, which affect to take it for granted that England has now definitively abandoned Turkey and selected Egypt as her share of the spoils of the Ottoman Empire. The English Ministry has said nothing to justify a conclusion which is, however, not unnatural, and which will certainly, by its general acceptance on the Continent, help to precipitate the settlement by arms of the Eastern Question. Russia, in particular, will think it henceforth unnecessary to go to work in an indirect fashion in order to attain the great object of her ambition, the possession of Constantinople; and the *Goloss* has applauded England for having the honesty to set the example of dismembering Turkey and has urged the Imperial Powers to accept the English invitation and go and do likewise. If, therefore, England does not mean to let Russia have Constantinople, her Ministers will very soon be obliged to say so plainly. We do not consider it a disadvantage that England should thus be required to define clearly her new Eastern policy; for the disintegration of the Turkish Empire has gone on apace of late years owing to the uncertainty that has prevailed regarding England's intentions, and the only chance of stopping this disintegration is for Lord Derby to state forthwith what his Government really means to do. If Turkey is to be left to her fate, the sooner this doom is announced the better. There is, however, another aspect of the Suez Canal transaction which can hardly be agreeable to the English Government, or at all events to the Chancellor of the Exchequer, who based his Budget for this year on sanguine anticipations of an increase in the productiveness of the revenue which are not at all likely to be realized. The *Times*, vexed perhaps at the success of a *coup* suggested by the editor of another paper, was assiduously labouring, before the last mail left London, to prove that England "has for the present gained remarkably little "by her purchase"; and recent telegrams show that enough has not yet been done to secure to England that preponderance in the Canal Company which it is essential to her interests that she should have. It is not enough that the control of the Canal should be kept out of the hands of any other power; England must have it in her own hands, or she will find that she has spent her money only to enlarge the dividends of her fellow shareholders. But to get undivided control of the Canal so as to be able to straighten and widen it and make it a really good waterway for the largest steamers engaged in the Eastern trade, she must be prepared to spend a good deal more than £4,000,000. The Canal is said to have cost the Khedive alone, in one way or another, £17,000,000; but his interest, setting aside the reversion to Egypt of the whole property after 80 years, has generally been estimated at about £7,500,000. Having already disposed of shares worth £4,000,000 to the English Government, he is still entitled to "15 "per cent. of the excess profits after paying the "statutory interest on the shares, and owns also, "it is said, 7,000 of the 10,000 founder's shares," which also participate in these surplus profits." It seems that His Highness, prompted no doubt by clever speculators on the Stock Exchange, has now put up his founder's shares to auction, and that M. de Lesseps has bid £2,000,000 for them, while the English Government hesitates to spend any more money on the Canal before the meeting of Parliament next month. It is easy to see what will be the result of such a contest. The English Government cannot draw back; it has taken the first step, and must go forward. It will be compelled, in self defence, to buy up in the first place the whole of the Khedive's remaining interest in the Canal, and afterwards to make terms with M. de Lesseps and the rest of the French shareholders. The amount required to complete the purchase of the Canal will, according to the *Times*, be £14,000,000, but a French critic whose calculations are very minute and elaborate says that England will have to spend fully £20,000,000 more. These later revelations certainly give one the impression that the English Government, in effecting a great stroke of policy, may have been made the unwitting agent of ingenious financiers who wished to restore the credit of Egypt; but England can afford to pay a fancy price for the Canal. Even if she were to make M. de Lesseps a present of four or five millions sterling in addition to the value of his shares, that would be no extravagant recognition of the value of his services to the British Empire.

In continuing the summary of the last working report of the Indian Railways, it may be well to correct one or two clerical errors in our article of 27th ultimo. It was stated that the East India had 291 miles of double track and the Great Indian Peninsula 410. It should have been *vice versa*. The percentage of goods to passenger earnings on the East India is given as 67 to 39, an obvious misprint for 29. The lowest earnings (passenger and goods) per train mile were Rs. 1·11·9 and 3·6·1 respectively on a State line, the Rajpootana; the Madras earning least of the guaranteed lines. Total profits on the Great Indian Peninsula were given as 6¾ lakhs instead of 16¾. The Madras line was inadvertently stated to have *new* accommodation for first class passengers—a consummation devoutly to be wished for by passengers on their Raichore line, who are left to growl, Lazarus like, all the weary and dusty way past Arconum and Cuddapah and Gooty without even a hand basin, while Dives sleeps through his journey to the Neilgherries in an excellent saloon carriage with shower baths and every possible accommodation at hand. The tonnage of timber carried by the Great Indian Peninsula was given as 76·839, the addition of the last figure being unintentional. The words 'net total' expenditure at the end of the former article must be understood as referring to maintenance, working expenses having been previously discussed. This head of maintenance of way includes engineers and subordinate superintendents' salaries and wages, which alone amount to 3 1/3 lakhs on the Great Indian Peninsula, being 3·47 as. per train mile, while on the Sindh they are 6 13 as, on the Bombay-Baroda 3·55, and on the Rajpootana 4·76 as. per train mile, the East India paying 0·86 as. on the main line and 2·33 on the Jubbulpore. Now, although increased mileage means a decrease in wages per train mile, it might be supposed that the cost of 'materials' would be affected by the additional wear and tear entailed by such increase, which however does not appear to be the case, as the East India spend only 2·76 as. per train mile on materials while the Great Indian Peninsula spend 7·49 as. and the Sindh 8·03 as. When the Bombay-Baroda spend 1¼ lakh in 6 months on repairs of bridges and tunnels compared with half a lakh on the Madras, and Rs. 9·710 on the East India, some explanation might well be given in a foot note. On earth works, roads, and fencing the Great Indian Peninsula spend over a lakh, or Rs. 80 per mile of line maintained, compared with Rs. 26 on the Bombay-Baroda, Rs 2·42 on the Carnatic, Rs. 21 on the East India and Rs. 8 on the Oudh and Rhoilkhund. These figures again require explanation, in the absence of which they are for all purposes of comparison useless. The East India alone appears to have tried maintenance by contract, which cost them Rs. 105 per mile of line maintained [illegible] might well be supplemented by statements as to the length of line so maintained, and the cost of supervising contractors' work. Statistics as to the kind and weight per yard of rails are very meagre, most of the companies furnishing no report whatever. Sleepers of jungle, and sal-wood, pine, (generally creosoted) jarrah, babool and Australian (these two on the Bombay-Baroda only) teak, iron-wood, deodar, and iron, chiefly bowls, are used by various lines, but here again the information is most incomplete. The East India had 6,934 linear yards of "Sibley's wrought iron sub-way," but no details of its age or renewals are given.

In the Locomotive Department much more information is afforded. The East Indian train mileage in the half year was 2,827,619, and the ton mileage 928 millions. The only approach to anything like these figures was on the Great Indian Peninsula with train mileage 1,563,021 and ton 341 millions. Salaries of Locomotive Superintendents (and assistants) are, proportionately to the work done, highest on the Carnatic being .78 annas per train mile compared with .08 on the Madras, ·18 on the East India, and .3 on the Great Indian Peninsula. Drivers and firemen drew nearly five and a half lakhs from the East India or 3·07 annas per train mile, the proportion being highest on the Jubbulpore line, where it was 3·95 annas per train mile. On the Great Indian Peninsula it is 3·23, on the Bombay-Baroda 2·88. "Running expenses" per train mile are highest on the Jubbulpore line 4·18 annas, on the Great Indian Peninsula 4·12, on Madras 1·76 and Nulhattee ·78. Of fuel the East India used 65,273 tons of coal, at a cost of 2¼ lakhs, and 8 tons of wood. The Great Indian Peninsula used 28,781 tons of coal which cost them about 6¾ lakhs, or Rs. 23·5·10 per ton, being about six times as much as paid by the East India. It would be interesting to know how much native coal the latter used. The Madras used 1,268 tons of patent fuel at a cost of Rs. 24 per ton. Coke is not in much favour, the chief consumers being the Great Indian Peninsula 1,044 tons. The Madras line burnt 28,283 tons of wood at a cost of about 1¼ lakh. and the Punjab 12,249 tons, costing Rs. 80 561. The total cost of fuel per train mile is however highest on the Bombay-Baroda, 8·17 annas being chiefly for coal; on the Great Southern India it is 7·38 annas, on the Great Indian Peninsula 7 26, falling as low as 1·45 on the main line of the East India. Water cost the Great Indian Peninsula half a lakh, and the East India one-third of a lakh. Owing to the locomotive power it is found that the East India was the only line which had any stock of passenger engines with no coupled wheels. They had 82 of these, the average number constantly at work being 52, which ran an average of 50 miles a day at an average speed, between stations, of 30 miles an hour, burning 39·25 lbs. of coal per train mile, and hauling an average weight of 200 tons. The Great Indian Peninsula had 103 engines with four wheels coupled, which accomplished an average speed, between stations, of 24 miles an hour. The Bombay-Baroda makes no return under this head. The Madras had 2 engines with wheels uncoupled which ran an average of 130 miles a day, doing 22 miles an hour, but using per train mile 4 lbs. of coal more than the East India as well as 74 lbs. of wood. The East India had 370 goods engines with all wheels coupled, of which 293 (on the average) were constantly at work, each running an average of 42 miles a day at 20 miles an hour. The Great Indian Peninsula had 188 engines with 6 wheels coupled which do 15 miles an hour. The Madras 104 with four or six wheels coupled, of which 70 were constantly at work, each running a daily average of 76 miles at 16·5 miles per hour. The goods engines on the Sindh line only accomplished 14 miles an hour. The Great Indian Peninsula had also 39 tank locomotives (probably the ghat incline engines come under this head). By an unintentional insertion of a word the Great Southern Indian engines are represented as running 49 miles *per hour*, which would astonish no one more than their drivers. There must be something wrong in the carriage and waggon department of the Great Indian Peninsula, whose vehicles ran altogether 27,117,318 mileage opposed to the 74,190,952 of the East India, the former spending Rs. 1·98 per 1,000 vehicle miles on cleaning and oiling, the latter Rs. ·03. For repairs and renewals of coaching and goods stock respectively the former paid Rs. 12·51 and 15.04 per 1,000 vehicle miles, the latter Rs. 5·88 and 5·87 respectively, general superintendence on the former costing Rs. 1·30, on the latter Rs. ·59. The East Indian rolling stock must have been better to start with, for the 106 first class carriages of the Great Indian Peninsula were in the workshop 236 times, while the 86 of the East India only went to the shop 78 times, though they appear to have remained there a longer time, as the average number undergoing repairs at any one time was 12·7 on the former and 20·2 on the latter. The Bombay-Baroda had 22 and the Madras 32 first class cars. Of second class the Great Indian Peninsula had 216, the East India 101, Madras 82, the Punjab and Delhi 62, the average mileage run by the East India being 18,836 per vehicle, and only 7 401 on the Great Indian Peninsula, which latter were repaired 235 times within the half year, the East India only 63 times. The Great Indian Peninsula had 455 third and fourth class, the East India 387, and the Madras 213, the mileage run by each being 10,657, 27,657, and 11,662. These results are worked up still more in a comparative table of traffic expenses, which, giving the vehicle mileage on each line varying from 74,190,952 on the East India to 100,508 on the Nulhatee, tabulates the expense incurred for salaries, wages, &c., (varying from 10 lakhs on the East India to Rs. 1,123 on the Carnatic,) for fuel and general stores (Rs. 4·67 on the Bombay-Baroda, ·89 on the East India per 1,000 vehicle miles), for clothing, for printing, stationery and tickets (amounting on the Rajpootana to Rs. 3·99, and on the Punjab to Rs. ·47 per 1,000 vehicle miles), for collection and delivery of goods (over a lakh on the Great Indian Peninsula), and for payments to other lines for hire of vehicles or for mileage of foreign stock, and for joint stations, for which the Great Indian Peninsula pay Rs. 21,159, presumably at Jubbulpore and Raichore. The net total traffic expenses are then summed up, varying from Rs. 11·72 per train mile on the Bombay-Baroda to 2·92 on Carnatic. The East India pay Rs. 7·29, the Great Indian Peninsula Rs. 9·79, the Madras 4·77, Jubbulpore line 11·17, the East Bengal 11·04. Of the State lines the Rajpootana pays 10 03 and the Nulhattee 6·44. To the traffic expenses have to be added the general charges. "Home expenditure," from which the State lines are exempt, is highest on the Carnatic, Rs. 2·24 per train mile, lowest, of course, on the East India Rs. 33. The Indian management charges include the offices of the agents (over a lakh on East India, Rs. 950 on Carnatic) the auditors, and, with some lines, separate offices for the accounts and pay departments, storekeepers, medical charges (Rs. 43,926 on East India, Rs. 29,150 on Great Indian Peninsula) rents (Rs. 38,174 on Great Indian Peninsula, one rupee on Carnatic). These amount on the Sindh to as. 6·75 per train mile, so 5·84 on Bombay-Baroda, 2·88 on Great Indian Peninsula, 2·25 on East India, and, least of all, on the Madras 1·97. Police charges on Bombay Baroda amount to as. 1·63 per train mile, annas ·8 on Great Indian Peninsula, and annas ·33 on East India. The advertising charges would not pay for a week's bills on any English line, and are highest on Great Indian Peninsula Rs. 3,781, and lowest on the Carnatic, where the local papers share Rs 28 between them. The telegraph charges are annas 1·3 on the Oudh and Rhoilkhund and annas .05 on the Carnatic. The net total of these general charges is annas 10·85 on the South, 10·06 on the Bombay-Baroda, 5·54 Great Indian Peninsula, 3·9 Madras, and 3·92 East India. Three lines incur steam boat expenses, the East India Rs. 41,594, the Eastern Bengal over a lakh, and the Southern 4 lakhs. Law charges were Rs. 6,470 on Bombay-Baroda, Rs. 3,152 on Great Indian Peninsula, Rs. 2,212 on the East India, and Rs. 9 on Southern India; but the lawyers successfully resisted any claims for compensation for personal injury. The East India paid Rs. 20,595 per rates and taxes, and Rs. 32,727 for Fire Insurance fund. The only line contributing to a casualty Fund is the Great Indian Peninsula, which pays a 130,291 on this account, while the Eastern Bengal gives Rs. 36,121 to its benevolent fund.

CAMP OF EXERCISE.

(FROM OUR OWN CORRESPONDENT.)

CAMP, DELHI, 30TH DEC.

Though the Commander-in-Chief is now away in Calcutta, and the Cavalry and Artillery Divisions have been broken up, there is still plenty of work going on here in the way of Brigade and Divisional Parades; and those who care for sham fights can gratify their tastes to the fullest extent, for something of the kind goes on nearly every day in one division or the other. Dismounted work with the Cavalry seems rather in favour; and scarcely a parade passes by without something of the sort. It is worthy of notice, too, that the regulations are not in all regiments acted up to, and that in some corps three out of four men are dismounted. The 10th Hussars set the example, and three or four native regiments have, I believe, followed suit. This is a great improvement on the system under which every other man only is allowed to dismount, and as long as the present method of telling off by fours is in force, it is difficult to dismount more than three out of four without causing confusion. The dismounted work here, however, is little better than a farce, from the fact of the audacious way in which the dismounted horses are exposed to fire. It is a very good thing to make three men out of four dismount, but it is a mere waste of time unless at the same time the teams of horses are by a recognised system of drill made mobile; for what could lead to more fatal results than a raid on the dismounted horses by the enemy's cavalry if the men who hold those horses cannot take them away rapidly to a place of safety? This is the weak point in all the dismounted work here, and it renders what would otherwise be most effective utterly useless, not to say foolish. The men are invariably dismounted close to the line of fire, and there they remain like statues. The 10th Hussars have evidently paid a great deal of attention to this kind of work, and have used it once or twice with very great effect on their adversaries.

An excellent lesson on the danger of not making a proper use of the system of scouting was afforded last week in a cavalry parade in the 1st Division. The Brigade had been divided, and half of it had been sent to the west of the Royal canal. This half, consisting of the 10th Bengal Lancers and the 4th Bengal Cavalry under Major Prendergast, was supposed to represent a force wishing to force its way into the old cantonment, and the limits of its operations were confined to the space between the Pool Chuddur aqueduct and the Hydurpoor Bridge, which latter they held. The left and centre of the defence were also on the line of this canal at the Chuddur Pool aqueduct and the Paembaree Bridge, both of which were held by the defence; but the right was thrown back a mile in rear of the canal, covering the village of Azadpoor, which is situated on the Kurnaul road, where it bifurcates, either road leading to the cantonment. The defence consisted of the 10th Hussars and the 2nd Punjab Cavalry, and was under the command of Lord Ralph Kerr. The attack was commenced by a feint on the right, which appeared to cause a great deal of unnecessary commotion; but, eventually, it was developed on the opposite flank. After crossing the Hydurpoor Bridge, the enemy advanced rapidly, till they arrived at the village of Saheepoor, about half way between the bridge and Azadpoor, and here a great deal of time was wasted in jumping one of the cuts of the canal, and reforming afterwards. Had all this time been employed in sending scouts well to the front to reconnoitre the position of the defence, the catastrophe that was in store for them might have been avoided. The whole of this valuable time, however, appears to have been devoted to jumping a canal-cutting by whole troops in line; and whilst the attack was thus throwing away the precious moments, the 10th Hussars, who formed the right of the defence, got full information of their proceedings, and took up a capital position along the banks of a double line of the canal cuttings. When the water jump which had been giving them so much trouble had been successfully negotiated by all hands, the attacking Brigade advanced at a trot in two lines, with a line of scouts in front. But the scouts, for all the good they were doing, might just as well have been in rear; for not only were they far too close to the Brigade they were protecting, but, native like, they appeared to think they were fully performing their duty by keeping in line a certain number of yards in front of the main body. The result was, that the scouts suddenly found themselves within 200 which they retreated at full speed to give the information; but, alas! it was too late; in vain did the officers commanding the first line give the words, "Troops; right-wheel," so as to make a detour,—it only made matters worse, for he had followed the footsteps of his scouts so close, that when the wheel was completed, the whole left flank and rear of his column was exposed to the fire of the Hussars at 200 yards distance for at least 40 or 50 seconds. The second line, taking warning from the disaster of their comrades, wheeled off in time; but a worse fate was in store for them. Seeing some of the Punjab Cavalry galloping up from the centre of the defence to assist the Hussars, it suddenly struck the officer commanding the attack that it would be a good move to wheel his second line to the left to front them, instead of following the lead of the first line, which was making a long detour to force a passage through the line of defence further west. Accordingly the 4th Bengal Cavalry were wheeled into line, and the squadrons were dismounted in the *open maidan*! within two hundred yards of the double line of canal cuttings which formed the line of defence. No sooner did the Hussars see this blunder than they immediately mounted the squadron which had played such havoc with the 1st line of the attack, and galloping at speed three or four hundred yards along the line of canal cuttings, they again dismounted, and under the cover of the high level channels poured a destructive fire into the dismounted men and horses of the 4th Bengal Cavalry at a range of about 250 yards. To meet this the mounted squadron of the Bengal Cavalry was at once ordered to advance and charge; but there had been no previous reconnoitring of the ground, and just as the charge was about to sound, the whole squadron was pulled up by the double line of cuttings which have been previously alluded to as forming the line of defence. The scene which followed can easily be realised. A disordered squadron halted within 50 yards of a dismounted squadron of Hussars blazing into them at their leisure behind a natural rampart. There are some officers who are still conservative enough to think that Camps of Exercise are all humbug, and that there is nothing to be learnt by attending them. I'll venture to say the commandant of the attack on this occasion will never, as long as he lives, forget the lesson taught him regarding the absolute necessity of searching your front by a well developed system of scouting.

Friday, Saturday and Sunday were holidays, and on Monday work commenced again The 1st Division had a full dress parade for the purpose of marching past. The march past of the Infantry was far better than that of their mounted comrades. The 73rd in particular attracted a good deal of notice. Their marching past was superb; and amongst the N.I. Regiments, the 11th, a remarkably fine body of men, did very well. The ranking past of the Cavalry by sections was very bad, with the exception of the 10th Bengal Lancers. All commanding officers seemed to make the same mistake—viz., to trot a great deal too fast. The result was, naturally, that all the men behind were galloping, distances and intervals were badly kept, and there was no dressing. In some of the native Cavalry regiments, the salute when marching past is decidedly peculiar; to say the least of it, the method of saluting with the thumb and point of the sword turned towards the reviewing officer is not elegant. The 3rd Division was also out on Monday and had a long day. Men and horses could not have got back to Camp before 7 o'clock, but though there was a good deal of time expended, there was not very much done. The advance against the village of Bulswa was pretty, but it seemed a long way to bring troops to do such a little. The system of umpires in these divisional parades is faulty. Though officers are appointed, their duties do not appear to be sufficiently defined; or if they are so, the responsibility of the position is not always appreciated. From want of proper control, detachments make impossible attacks from the open on positions which are so strong that they could not be forced by infantry fire, and not satisfied with this, and finding that they can act with impunity, the cull prits proceed to make the most audacious turning movements. The greatest sinners in the way of self exposure are the Cavalry. They act at times as if artillery had no effect on the mounted branch and for a squadron to remain standing within 1000 to 1,500 yards of a Battery of Artillery is no uncommon occurrence. Here is where the interference of umpires is so necessary. A squadron put out of action occasionally and marched home would have a very beneficial effect. Perhaps this is a treat still in store for them when the more extended operations commence next week, and when more experienced umpires will probably be officiating. Nothing is yet known exactly regarding the programme to be carried out on the Chief's return. It is believed that one of the first things to be carried out will be some experiments with Artillery fire against dummies in the direction of Sufdur Jung's tomb, and that after that the troops will have to go into Bell tents for four or five days. When the programme has been divulged you shall hear again.

THE PRINCE OF WALES IN CALCUTTA.

(FROM OUR SPECIAL CORRESPONDENT WITH THE PRINCE.)

THE GREAT NATIVE ENTERTAINMENT AT BELGATCHIA VILLA.

CALCUTTA, DEC. 29.

THE native entertainment on Tuesday night of which I sent you the programme in my last letter, was quite successful. The native community went to considerable expense in order to carry out their desire of giving the Prince an entertainment thoroughly characteristic of Bengal, and although a number of influential Europeans received invitations to Belgatchia Villa, yet by far the greater part of those who were present were natives. The result was that there could be no mistake about who was entertaining His Royal Highness. The committee, of which the Hon. Kristodas Pal, who is, probably, the ablest native journalist in India, was an indefatigable member, made very complete arrangements for the comfort of their guests. Elaborate programmes were distributed, handsome invitation tickets were issued, and even a description of Belgatchia Villa was printed in blue ink for the benefit of those unhappy people who had previously been ignorant of the existence of that remarkable place. As the entertainment was the most successful of its kind which has been held during the Prince's Indian tour, the "official" account of Belgatchia Villa may be interesting to Bombay readers:—

The Belgatchia Villa was originally the property of the late Baboo Dwarkanath Tagore. It covers about 130 acres of land, and was laid out by some of his European friends. "The chief scene of his hospitality, the spot where it was exercised * * * *" says his biographer, "was the Belgatchia Villa, which he laid out with exquisite taste. The Muttyjheel, meandering through the entire length of the garden was a great attraction. It sparkled with the *Nimbidium speciosum*, the favourite Padma of the Hindu poets, *Nymphia rubra*, and other water-lilies. The lawn spread in all directions, and in February and March blazed with beds of Petunias and Pinks, Phloxes and Larkspurs, Roses and Zinnias. The Boytechkhanah is of noble proportion, and was furnished in a style not common in these days. The walls of the gallery were hung with master-pieces of modern art, the owner being no mean judge of pictures and statuary. On the back of the Boytechkhanah there glittered a marble fountain surmounted by a cupid. The summer-house situated on an island in the centre of the Muttyjheel and connected with the garden proper both by an iron suspension bridge and a light wooden bridge, was a pavilion of pleasure. Though situated in the eastern suburbs, the Belgatchia Villa became the West End, the Kensington, of Calcutta. Here Dwarkanath gave entertainments, which were considered rich and rare treats.

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"There were members of the Council and Judges of the Supreme Court. There were Generals of Divisions and Zemindars of Purgunnahs.

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"In truth, the Belgatchia Villa was the rendezvous of almost all persons of distinction and talent, constituting a circle numerous without confusion, modest without constraint, learned without pride, and polished without affectation. It was the only private garden house, the only place, in fact, where Europeans of different classes, as well as native gentlemen, met and mixed freely and cordially.

"These reunions, therefore, contributed more effectually to the fusion of the races than anything of the kind done before or after, linking the European to the Hindu, and resulting in intimate acquaintanceship and harmonious fellowship. The Civilian found in the banteur, the Colonel his pipe-clay, and the Zemindar his old-world prejudices. This attrition of mind contributed to a more correct knowledge and appreciation of each other than any formal 'at Homes' or receptions could do."

The leading Metropolitan paper, the *Englishman*, gave the following description of the gatherings at this Villa in one of its issues for December 1843:—

"How many couples have, in that delightful retreat, whiled away the honeymoon hours, seeking in the pictures, the statues, the articles of 'virtu,' the Davranville, the piano, the album, the *tout ensemble*, that delicious sort of intoxication which makes people feel that the world is a fairy and lovely world, and they the only fair and lovely people in it. How many, more circumstanced, have wandered through the well-disposed grounds, keeping their backs to the distant dusty road, and contemplating the lordly elephant, the rampant bear, the

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

THE PRINCE IN CALCUTTA.—A CHAPTER OF THE STAR OF INDIA.

CALCUTTA, 2ND JAN.

(FROM OUR SPECIAL CORRESPONDENT WITH THE PRINCE).

Yesterday morning a Chapter of the most Exalted Order of the Star of India was held on the Maidan. The ceremony was one of the grandest ever seen in India; the encampment was over twelve hundred feet long, and space was reserved for the public who crowded from an early hour, together with European ladies and gentlemen and native Chiefs.

The Knight Grand Commander arrived between eight and nine o'clock, and the Prince and the Viceroy arrived at nine o'clock. The procession up the centre of the encampment to the Durbar tent commencing with the Begum of Bhopal, whose head was hidden by a ridiculous covering and ending with the Viceroy as Grand Master, was magnificent, with display of banners, the splendid attire of the different Maharajas, and the bands of music.

After Grand Secretary Aitchison had read the warrant from the Queen authorising the Prince to hold a Chapter, His Royal Highness proceeded to honour the persons whose names are already published. The Maharaja of Jodhpore, who was dressed in long pink petticoats, like a Bombay nautch girl, was the most striking figure among those honoured. When the ceremony was concluded the procession reformed and marched down the encampment. The Prince was loudly cheered.

In the afternoon the Prince unveiled the late Lord Mayo's statue at the south gate of Government House before a large assembly. The Prince paid high testimony to Lord Mayo, who, he said, was his personal friend.

In the evening Miss Baring drove the Prince to see the fireworks. The fleet was illuminated in the Hooghly and the fireworks were very successful.

At night Lord Napier left for the Camp of Exercise.

To-day the Prince visited the Botanical Gardens.

A PRESENTATION AT BENARES.

ALLAHABAD, 2ND JAN.

The Prince of Wales holds a presentation on the 5th instant at the Lieutenant Governor's Camp, Benares.

SUCCESSOR TO SURGEON GENERAL CURRIE.

Surgeon General Ker Innes, C.B., from Malta command succeeds Surgeon-General Currie.

[REUTER'S TELEGRAMS.]

A GRAND CHAPTER OF THE STAR OF INDIA AT CALCUTTA.

CALCUTTA, 1ST JAN.

A Grand Chapter of the Star of India was held this morning at nine o'clock in the Viceroy's Durbar tent.

An encampment was formed on the maidan; each Knight Grand Commander having a separate tent, arranged according to degree; other tents being assigned to various divisions of the Order.

A grand procession was formed under a Royal salute, the military bands playing a grand march.

The procession comprised spears, maces, the Marshal of the procession, the Secretary of the Order, the Companions, the Knight Commanders, the Knight Grand Commanders, with attendants and officers bearing banners. Then came H. R. H. the Prince of Wales with attendants and officers, followed by H. E. the Viceroy and [illegible] with attendants and officers.

The following were invested:—

KNIGHTS GRAND COMMANDERS.

The Maharaja of Jodhpore and the Raja of Jheend.

KNIGHTS COMMANDERS—EIGHT.

Mr. William Rose Robinson, the Maharaja of Punnah, the Rajah of Nahun, the Rao Dada Sahib of Indore, Colonel Ramsey, the Nepaulese General Runnodeop Sing, Raja Gunput, and Nawab Faiz Ali.

COMPANIONS.

Mr. Robert Barclay Chapman, Mr. James Bullen Smith, and Degumber Mitter.

After the ceremony was concluded, salutes being fired, the procession was re-formed in reverse order, the Prince of Wales heading the procession.

The ceremony was most impposing, lasting upwards of two hours. The gorgeous costumes of the Chiefs and attendants formed a splendid and brilliant pageant. There were upwards of 12,000 spectators, including the chief officials and the leading Europeans and Natives. Order was admirably kept. The route from Government House was lined with troops.

THE PRINCE IN CALCUTTA.

CALCUTTA, 2ND JANUARY.

On Friday afternoon the Prince of Wales attended a select Garden Party at Government House. At night he attended a public ball at the Town Hall, given by the European residents of Calcutta. The ball was very successful. The Prince danced until three in the morning, and was much gratified with his reception.

On Saturday afternoon the Prince unveiled the equestrian statue of the late Earl Mayo amidst a brilliant gathering. Mr. Bullen Smith, President of the Memorial Committee, recounted the history of the memorial and the Prince replied eulogising the late Earl Mayo and expressing his pleasure in taking part in the ceremony.

CALCUTTA, 2ND JANUARY.

Last evening the Prince of Wales with the Viceroy and their suites attended a grand display of Brock's fireworks at the Race Course. At night H. R. H. attended English's Theatre.

This morning the Prince attended service at the Fort Chapel. In the afternoon he drove to the Botanical Gardens.

The Prince of Wales leaves to-morrow night by special train at 9·45 for Bankipore and Benares.

NEW INVESTITURES.

LONDON, 1ST JANUARY.

The *Gazette* contains the following new Investitures:—

GRAND CROSS OF THE STAR OF INDIA.

His Highness the Maharaja of Jodhpore.
His Highness the Nawab of Rampore.
His Highness the Raja of Jheend.

KNIGHTS COMMANDERS.

The Hon'ble William Rose Robinson.
Colonel Ramsey.
The Maharaja of Punnah.
The Rajah of Nahun.
The Rao Dada Sahib of Indore.
The Nepaulese General Runnodeep Sing.
The Rao of Gwalior and Prime Minister of Kotah (also).

COMPANIONS.

Robert Barclay Chapman.
William Holloway.
Edward William Ravenscroft.
Simon Colvin Bayley.
Charles Neville Macgregor.
Chas. Edward Bernard.
Frederick Stevenson.
Francis Edward Elsdon Rundall.
Henry Bullen Smith.
Henry Napier.
Hormusjee Framjeebhoy.
Ruchoredass Bahaidass.

Names of the above names were mutilated in transmission.

AMERICA AND CUBA.

LONDON, 31ST DEC.

Mr. Schenck, the American Ambassador, has addressed a note to Her Majesty's Government requiring the views of England in respect to the collective intervention of European Powers with the object of stopping bloodshed in Cuba. England has deferred giving any definite answer at present.

THE BISHOP OF COLOMBO.

The Bishop of Colombo has left for Ceylon by the Peninsular and Oriental Company's steamer Sultan.

FRANCE.

PARIS, 1ST JANUARY.

The National Assembly has closed and the new one commences its sittings on the 8th March.

STEAMER REPORTS.

GALLE, 2ND JAN., 6·50 A.M.

Steamer Surat, from Aden, arrived.

GALLE, 2ND JAN., 4 P.M.

Mail steamer Gwalior, from Bombay, arrived.

A TELEGRAM has been received in Bombay reporting the loss of the steamer Dante, which sailed from Liverpool for this port on the 30th ult., with a cargo consisting, in part, of spinning millmachinery.

H. E. the Commander-in-Chief left Calcutta on Saturday last for the Camp of Exercise, Delhi direct.

THE Directors of the Bank of Bengal, at their meeting on Thursday, made no alteration in the rate of interest or discount.

We learn from the Calcutta papers that considerably more than a lakh of rupees has already been subscribed to the Calcutta Zoological Gardens.

THE Lahore paper hears from Sealkote that the recent earthquake did considerable damage at Jammoo, and that the house being prepared for the Prince of Wales was injured.

THE Prince of Wales will have an opportunity of witnessing another native entertainment at Delhi, where a large sum has been subscribed by native gentlemen for the purpose.

IT is said that His Excellency Khalifa Sayyad Muhammad Hassan, Khan Bahadur, Prime Minister to His Highness the Maharaja of Puttiala, K. C. S. I., is engaged in writing a History of Puttiala from the earliest times.

IT is reported by the Lahore paper that Captain E. A. C. Campbell, 92nd Highlanders, has sent in his papers with a view to retiring from the service by the sale of his commission. This will, in all probability, give that well known and popular officer Lt. A. D. Macgregor his company.

THE *Englishman* has been asked to state that there is not the slightest foundation for the report in Reuter's telegram, published afew days ago that Colonel Owen Williams is returning to England, and will remain in Egypt for the of organising the Egyptian Cavalry.

THE *East* states that Miss Carpenter has promised the Dhaka adult female school a monthly donation of Rs. 25 for two years, on condition that an equal sum be raised by local subscriptions, and a lady-superintendent be appointed on a salary of Rs. 50 per mensem. Miss Carpenter has left Dacca for Calcutta, and hoped to meet there on Saturday last, some of the gentlemen of Eastern Bengal. She will give an address, stating what she has done and seen in Dacca, at purpose the house of Mr. A. M. Bose.

IT is said that there is a probability of Dr. Cornish, the Sanitary Commissioner of Madras, obtaining an appointment at home (where he now is on furlough) and resigning the Indian Medical Service. England should not tempt the best of our medical men to give up India, says the *Madras Mail*, in the prime of their intellectual and physical strength. She has been courting Dr. Paul for some months, and it is still uncertain whether that able Medical Officer will deem it worth while to return to India and take the Deputy Surgeoncy General that awaits him; and now she thinks of tantalizing the chief of Indian sanitarians by the pleasant prospect of congenial home employment.

The following notification was issued by the Mysore Government, under date the 23rd ult.:—

By Command of His Royal Highness the Prince of Wales, the officiating Chief Commissioner has been desired to make known to His Highness the Maharaja, to the Members of the State and Public Reception Committees, to the Regiments and Public Bodies which have testified their loyalty to His Royal Highness by making special preparations for his reception, and to the people of Mysore generally, that His Royal Highness looked forward to his projected tour in the Province with especial pleasure, and that he abandoned it with very great regret, mainly in consequence of the knowledge that the large concourse of people, who would, doubtless, have assembled to welcome His Royal Highness, must necessarily have involved very great risk of a fresh outbreak of the disease which has recently been prevalent in Bangalore and some other parts of the country.—(By Order.)

T. CLARKE, Offg. Secretary

We learn from the *Indian Daily News* that Mr. T. S. Smith, of the City Press, Calcutta, has applied for permission to present to H. R. H. the Prince of Wales a copy of the forthcoming number of the *Calcutta Review*, which will probably be published next Saturday. This quarterly periodical was first issued from the press in May, 1844, and with the aid of such writers as Sir John Kaye, Dr. Duff, Sir Henry Lawrence, J. C. Marshman, W. S. Seton-Karr, Sir Herbert Edwardes, Captain Marsh, Sir Henry Durand, Meredith Townsend, Sir Richard Temple, and a host of others, it fairly took the lead of all periodical publications in India. The remarkable success which attended it, forms an era in the history, not only of Anglo-Indian but of Oriental literature.

HIS HIGHNESS the Maharaja of Kashmir is evidently bent on receiving His Royal Highness the Prince of Wales at Jummu in a truly regal style. He has had a magnificent palace built, the durbar hall, which is, we believe, the largest in India, being 180ft. long by 62ft. wide. The entire fitting up has been entrusted to Messrs. C. Lazarus and Co. of Calcutta, who have, in the short space of two months, carried out the arrangements for it. A large number of very magnificent chandeliers of 100 lights each have, during that period, been ordered out, and arrived from England, the same being the manufacture of Messrs. Defries and Sons. The furniture, mirrors, &c., are all on a most magnificent scale, and everything has been arranged for the comfort of the Royal Guest. A new road has been made from Sialkot to Jummu, and specimens of all the several tribes are to be at Jummu for His Royal Highness' edification. We should think, says the *Englishman*, His Royal Highness cannot fail to be pleased at the reception he will receive there.

ALTHOUGH the special train, which was arranged to start from Sealdah late in the night of Wednesday, for Goalundo, did leave at the appointed hour to the disappointment of the special correspondents, some of whom telegraphed the original arrangements early in the evening, and to the surprise of others, it did not contain the Prince of Wales. The fact appears to have been, says the *Indian Daily News*, that His Royal Highness felt rather indisposed after the fatigues of the afternoon for a long journey and preferred to spend a comparatively quiet day yesterday at Calcutta to hunting at Goalundo. However, His Royal Highness's decision did not prevent the remainder of the party from enjoying themselves, and so they left by the special in considerable numbers. Amongst those who formed the expedition were Lord Charles Beresford, the Duke of Sutherland, Lord Suffield, Lord Carington, Prince Louis of Battenberg, Major General Probyn, Earl of Aylesford, Major Williams, Lt.-Col. Ellis, Mr. Hall, Colonel Williams, Captain Glynn, R. N., Commander Durrant, Mr. Hardy, Hon'ble F. Baring, Lord William Beresford, and others. A number of the members of the Calcutta Tent Club accompanied the party, including Captain Grant, Captain Wallace, Messrs. E. and M. Angelo, Prestage, Landale, Roberts and Hills. Every preparation had been made along the E. B. Railway for the comfort and convenience of the sportsmen.

THE *Pall Mall Gazette* writes as follows about the "city gossip" as to who is the author of the suggestion that England should purchase the shares of the Suez Canal:—Gossips in the press and elsewhere have been much occupied this week with rumours as to when, where, and by whom to purchase of the Khedive's Suez Canal shares was first proposed. Like most rumours, these reports have been idle and enriched with details drawn from the imagination of each particular *flaneur*. Nor should we have thought them worth notice if they had not at last appeared in a weekly journal which for some months has been the great purveyor of gossip at both ends of London—East and West; there, too, appearing in a shape which all but necessitates contradiction. It is said that a Mr. A. B. "and Mr. Henry Oppenheim, a member of the firm of that name happened to meet. The conversation turned upon Egypt, and Mr. Oppenheim explained that the Khedive was about to raise money in Paris upon his Suez Canal shares, and that it was to be regretted that the English Government did not seize upon the opportunity to purchase them. In the expediency of this Mr. A B. agreed; and proposed that he should moot the subject to Lord Derby." This story is untrue. Just as the object of the purchase was not commercial, so it did not originate in any commercial mind—certainly not in Mr. Oppenheim's as he would be the first to acknowledge. The truth is that the idea having already taken shape, it became necessary to learn whether it was a practicable one—whether, in short, the Khedive's shares were or were not already pawned, or otherwise disposed of. Nobody could more readily or surely supply information on that point than Mr. Oppenheim. Accordingly, it was sought of him, and he gave it; with other business information of service in carrying out the project. On all accounts it is most undesirable that it should be supposed that the action of the Government in this matter was prompted from the City. It certainly was not so. But that the City should be resorted to for information as to the actual position of the shares at the moment, from the commercial point of view, was of course unavoidable.

THE *Royal Tourist*, which appears this week without any illustration, publishes the following notice concerning "Ourselves":—Owing to the general holiday throughout Calcutta—in addition to the Christmas vacation—on account of the visit of His Royal Highness the Prince of Wales, we have been compelled to defer the publication of the Royal Tourist till to-day. We must crave the forbearance of our many readers in another way. The proprietors of this journal after striving hard to carry out their original programme, have found the obstacles too great to overcome in a country like India, where art and finished work are so difficult to obtain and maintain. We frankly admit that our illustrations have been a failure, and none more sincerely regret this unfortunate result than ourselves. Before the journal was started we had received assurances from London that a staff of five engravers and sketchers of high standing in the art world would be placed at the service of the *Royal Tourist*, but when it was known that the *Graphic* and *Illustrated London News* were about to send a portion of their staff to India for the special purpose of illustrating the tour of His Royal Highness, the arrangement could not be carried through. Our expenses on this account had already been very large, yet we hesitated not in engaging the best of local talent, at a cost, we assure our readers, far greater than that originally required by our expected artists from home. After endeavouring with might and main to faithfully carry our first promises regarding the illustrative portion of the paper, we have—and we do not say this complainingly—heard nothing but growls from Cape Comorin to Peshawur. We repeat that we do not complain, for we dare say the adverse criticisms on our illustrations have been merely just, but at such an auspicious time, when the Prince, whose tour the *Royal Tourist* chronicles, is in the midst of us, we think our "d—d good natured friends" (we are speaking of the recipients of free and exchange copies) might have tempered their gall with a little consideration for the obstacles we have endeavoured, most earnestly and eagerly, to put aside. Our one great fault has been that we originally tried to do too much We freely admit the mistake—a mistake, however, which we intend to remedy by every means in our power. From to day no more illustrations will be issued with the *Royal Tourist*, as it seems to us that they alone have so farspoiled what would else have been regarded as a really high-class Indian Journal; the paper will, moreover, be issued weekly. It will be twice its present size, and to recoup our subscribers for the absence of illustrations we have decided upon presenting each one with a history of the visit of H. R. H. to India, in a well bound volume, at the termination of the period for which they have subscribed. If this is not thought sufficient, we shall also be pleased to supply our friends with one of the Calcutta dailies free of cost for a certain time, in order to prove that the Proprietors of the *Royal Tourist*, while losing by their patriotic venture, wish the public of India to understand that if they have in one way failed to carry out their programme in its entirety, they intend that they themselves, and not their subscribers, who so generously came forward to support the project, shall be the losers thereby.

THE EGYPTIANS IN ABYSSINIA.

THE following account of the Egytian defeat, near Massowa, is translated from an Arabic official Egyptian newspaper:—

THE Egyptian forces under the command of Arendrab Bey marched from Sanbeet, 22 companies of infantry and two of artillery in strength. After leaving Dejaj Debro, six companies remained at Kaiakhore under Ali Rayef, two went to Sjaht with Dorhoit Effendi, and the remainder under Arendrab after leaving seven companies at Adkalla with Rustoom Hajee went on to Gundeaa on the Marib. On the 14th November a battle was fought and the Abyssinians were repulsed; next day, however, fortune favoured the Abyssinians, and although reinforced by 5 companies from Adkalla, the Egyptians were totally defeated and the whole 12 companies, officers and all, were put to the sword. The Abyssinians lost 15,000 men (?) and all the remaining Egyptian troops above mentioned went back to Massowa. Reinforcements are daily expected at the latter port under Rateeb Pasha, General Loranzo and other distinguished commanders, about 6,000 men in all, and a considerable force of artillery.

ENGLISH COMMERCIAL LETTER.

[FROM OUR OWN CORRESPONDENTS.]

LONDON, 10TH DEC.

A good deal of interest is excited here by the proposal of the Eastern Telegraph Company to duplicate their Red Sea line, and of the Eastern extension to duplicate the section between Rangoon and Penang. The late interruptions were most unfortunate and annoying to the shareholders, as they occurred at a time when there was an unusual press of profitable business owing to the Prince of Wales's visit and the outbreak in the Malay Peninsula. The increase in the Eastern Company's business alone was at the rate of £2,000 a week, and this, for at least six months and possibly much more, would have been a God-send to the reserve fund. On a sudden comes this unfortunate hitch near Aden, almost simultaneously with the interruption on the Eastern Extension Company's line and on the Indo-European near Kertch. The break on the Eastern (Red Sea) line will be, it is understood here, repaired within a week or so, and that on the Eastern Extension possibly even sooner. Nor is it supposed that there is anything really wrong with the Red Sea cable. The interruption occurred, I understand, in the middle of a message, and no symptoms of weakness had been observed previously, from which it is inferred that the cable is perfectly sound. Still it has become clear that we should not be exposed to such risks, and the duplication has therefore been recognised as a necessity. The Eastern Red Sea cable is to cost, I believe, three quarters of a million sterling, which will be raised in the form of preference capital; the Eastern Extension Company can pay for theirs out of reserve. The meetings to sanction these schemes will be held on Thursday next, and I do not suppose there is any doubt as to the shareholders agreeing to both works. The time lost in carrying them out need not be great, as the Telegraph Construction Company have always ample material on hand, as well as a large stock of actually completed submarine cable.

The case of the Aurora (loaded at your port for Liverpool, which was burnt in Bombay harbour on the 12th of June 1870) has only just been settled here so far as insurance on part at least of the cargo is concerned. Messrs. Batcheldor, Manchester, brought an action against the Azienda Assurance Company of Trieste and London to recover £2,000, part of a policy for £5,000 on cotton shipped at Bombay by Messrs. Robert Bell and Co., and which had been purchased by a native named Cursondass Madhowdass. The action was resisted on the ground that the ship had been destroyed by a conspiracy to which this native had been a party, and that he had shipped rubbish instead of cotton on board. The defendants relied on various grounds of suspicion and on the fact that two ship brokers with the captain and the carpenter had been tried and found guilty of conspiracy, and sentenced—the brokers to penal servitude for life, and the others for 15 years. The Judge, Baron Pollock, who tried this case in the Court of Exchequer last week, finishing it on Saturday, summed up strongly against the claim, pointing out the absence of direct evidence as to the shipment which would have been forthcoming had the transaction taken place in London or at any British port, and calling attention also to the fact, that Cursondass, the only person who was interested in the cotton insured, was tried and convicted in September of the same year for an offence identical with that which it was alleged had been committed with regard to this cotton. It was further shown that a person in partnership with Cursondass committed suicide in consequence of an investigation into a charge of fraudulent bankruptcy. Notwithstanding all this, however, the jury, without a moment's deliberation, returned a verdict for the plaintiffs for the full amount claimed. The explanation of this, I fancy, is to be found in the length of the delay which had been allowed to take place, which the jury seem to have thought told against the plaintiffs in procuring the necessary evidence. There is no doubt, of course, that a new trial will be moved for, as other policies of insurance depend upon the issue.

The P. and O. Company had their meeting yesterday, and on the whole it went off better than was expected. The irrepressible Captain Bain, registered owner of £20 stock, was there and read a long statement, which was received with constant interruptions; but, at the close, the usual vote of confidence was passed, and the dividend of 3½ per cent. declared. I believe Mr. Bain's charges against the Company are more mare's nests, and that there is nothing wrong about the accounts, or that excessive valuation of the fleet which has been stated to be a weak point and misleading to the shareholders. Bain wants a committee of investigation, but will not get it. In short, the agitation which he has been at such pains to excite would have died out long ago, but for the intervention of the City editor of the *Times*, a gentleman who seems to act on the principle that it is his duty to make all investors as miserable as possible with reference to their particular holdings. He inserted Bain's letters, and the chairman of the Company, Mr. Hadow, says, would not insert all the directors' answers in self-defence, so the Board had the trouble of getting these specially printed, and sending them by post to all shareholders. I have not the least idea that Bain will gain his end in any single particular, or that all the journalistic writing in the world will ruin the Company; but it is to be hoped, that, on the contrary, the agitation will do it good, and spur the directors on to greater exertions. They are still a trifle too slow and might effect some saving in working expenses, particularly under the head of coal.

The Bombay, Baroda and Central India Railway Company's report was issued yesterday. It contains among other points the announcement that the net surplus will admit of a dividend to the shareholders beyond the guaranteed interest at the rate of 1/8d. per cent. per annum. The gross traffic receipts for the half year ending 30th June amounted to £360,472, against £353,065 and the total expenditure was £160,407, or 44·50 per cent. of the gross receipts. The report states that recent supplies of English coals had been at lower rates, and that it was matter for regret native coal had not been found sufficiently near the railway to make its use economical upon the line. The net earnings being £200,065, the surplus after charging the half year's guaranteed interest was £6,883. From this had to be deducted £893 for surplus stores on hand, at the end of 1874, and the Company's moiety of the undivided balance would admit the extra dividend above mentioned. Among the miscellaneous statistics it is noted that the total number of passengers carried was 1,983,514 against 1,865,213, showing an increase of 118,302. There was a small decrease in the second class; but an increase of 123,764 in the third ordinary class far more than covered that. The Bombay local and suburban passenger traffic increased from 483,722 in the first half of 1873 to 732,169 in 1874, and to 843,609 in 1875. In the goods traffic there were 297,351 tons carried against 244,438 tons in the corresponding half year of 1874.

The Board of Trade returns for November, which were issued yesterday, show results which after the depressing figures of the last few returns may almost be called favourable. There is a decrease in the value of the exports, but it is only moderate, the total of these being £18,356,689 last month against £18,746,623 in November 1874, and £19,909,071 in November 1873. For the eleven months the totals are £·35,925,830; £221,606,059; and £206,197,027 in 1873, 1874, and 1875, respectively. The most satisfactory thing about these tables this time, if we could suppose it to be anything else than accidental, is the increase in the total of cotton manufactures exported: the piece goods representing 303,763,300 yards, against 288,220,944 yards in November 1874, and 261,226,886 yards in November 1873. Cotton yarn on the other hand, was somewhat less, the total last month being 18,094,100 lbs, against 18,896,725 lbs in November 1874, and 15,337,451 lbs. in November 1873. The weather, or the accidents of custom house clearances, may account for the growth apparent in piece goods, for certainly the language used in Lancashire does not at all favour the notion that trade is better or that new markets are being opened up. Quite the opposite. The excitement shown on the question of the Indian import duties is conclusive proof on that point. Is it to be supposed for a moment that the inhabitants of such places as Blackburn and Stockport would crowd to public meetings to protest against the tariff arrangements of a distant dependancy, unless they felt their own interests were nearly and clearly involved in the matter? In one sense this excitement must be held to be a hopeful sign, for when operatives and masters once get to be of one mind as to the points which most nearly concern their welfare, there may be good reason to hope that neither side will seek occasions of severance in working arrangements as has been too much the case hitherto. If the working men in Lancashire can really be got to perceive that only by cheaper production will their employers be able to face the competition of foreign rivals, the time may be close at hand when they will contribute themselves willingly to bring about that cheaper production by the surrender of part of their wages. The Board of Trade returns will be especially useful if they teach the urgent necessity of some such step as a measure of precaution.

The annual meeting of the Peninsular and Oriental Company was held on Friday last, when the report was read as follows. The export of cotton manufactures last month was: piece goods of all kinds 31,801,600 yards, against 22,110,600 yards in November 1874, and 36,902,400 yards in November 1873. Of cotton yarn the total was 429,600 lbs. last month, against 364,500 lbs. in November 1874, and 632,600 lbs. in November 1873. The import of cotton was 990,174 cwts. in last month against 1,111,847 cwts. in November 1874, and 990,377 in November 1873, the proportion from British India being 250,779 cwts. against 272,085 cwts. and 127,713 cwts.

The following are the full particulars of export of piece goods of all kinds, plain, printed, or coloured, last month, to all parts of the world:—

To	1873. Yards.	1874. Yards.	1875. Yards.
Germany	2,403,500	5,130,600	4,427,800
Holland	3,741,972	4,392,810	3,037,500
France	2,550,100	3,699,490	7,532,500
In transit	9,418,100	4,830,800	
Portugal, &c.,	5,855,000	5,194,757	4,874,500
Italy	4,822,480	6,822,740	6,264,200
Austrian Territories	847,200	687,500	1,006,000
Greece	3,512,300	3,249,300	2,852,600
Turkey	23,978,045	28,259,040	23,932,300
Egypt	10,776,700	9,597,600	7,576,200
In transit	4,592,200	1,376,400	
West Coast of Africa	808,400	1,605,980	1,911,700
United States	3,527,110	3,939,300	2,578,900
In transit	670,300	588,700	
Foreign West Indies	3,485,900	5,565,000	9,070,300
Mexico	2,890,600	2,794,400	2,150,100
New Granada	3,791,100	3,767,100	3,239,300
In transit	4,512,900	4,518,700	
Brazil	12,805,900	12,400,275	18,732,200
Uruguay	891,100	1,361,750	771,700
Argentine Republic	2,868,800	1,369,600	2,348,100
Chili	5,913,900	2,721,900	4,383,500
Peru	1,420,200	2,037,700	947,400
China and Hong-kong	20,983,750	25,734,100	26,380,000
In transit	1,656,700	1,603,700	
Japan	1,927,700	1,569,200	3,034,800
Java	1,325,400	2,301,200	1,344,900
Philippine Islands	739,700	875,100	4,092,500
Gibraltar	2,651,100	2,482,350	2,771,000
Malta	2,180,500	2,167,400	2,771,000
British N. America	646,200	599,934	487,300
British West Indies	3,626,900	3,596,400	3,568,000
British South Africa	1,140,600	1,393,585	1,777,200
British India			
Bombay	36,902,400	22,110,000	31,801,600
Madras	4,520,100	3,774,200	4,429,100
Bengal	44,892,900	71,165,500	72,413,600
Straits Settlements	4,602,600	5,393,200	5,518,600
In transit	1,535,600	1,195,100	
Ceylon	2,499,500	2,805,100	3,675,300
Australia	4,9·,800	6,395,600	5,254,700
Other countries	11,033,749	17,881,233	27,462,100
Unbl'ch'd or bl'ch'd	193,060,491	210,152,687	230,284,500
Printed, &c.	70,681,203	76,664,517	82,589,200
Mixed materials	1,685,172	1,403,760	939,600
Total	261,226,866	288,220,964	303,763,300

The Manchester Chamber of Commerce has addressed a memorial to the Eastern and the Indo-European Telegraph Companies on the subject of the new rules and regulations adopted at the St. Petersburg Conference, which are to come into force on the 1st proximo. The Chamber objects to the limitation of words to ten letters, to the proposal to refuse abbreviated and wrongly spelt words, to the exclusion of messages containing cipher or figure symbols, and to the additional charge, amounting in the case of India, to 6d. per word. It is pointed out that these rules must prove injurious to the companies themselves as diminishing the use of the wires, and the Chamber urges a reconsideration of them. A copy of this letter has also been sent to the Secretary of State for India asking the interference of the Government. The obvious reply to this is that if the shareholders of a telegraph company do not find its working pay them, they must either raise their charges to the point of profit or abandon the line altogether in course of time. But the present interruption in the Red Sea cable has brought up this question in another shape. The Eastern Company want £700,000 to lay the new cable, and for this purpose intend to create 6 per cent. preference capital. At once there is a cry based on these St. Petersburg Conference regulations that merchants who contribute so much to the revenue of the line had better raise the necessary capital for a new line on anti-monopoly principles, and work it themselves. The estimated cost of a new line is £700,000. This outcry will probably end in nothing, for the Eastern Company has entire control of the submarine communication between England and Alexandria, and, consequently, has its hand on the neck of any new scheme for the Red Sea only; but so long as such dissatisfaction exists we may look for the frequent revival of the clamour.

"BERKELEY, September, 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking Norton's Camomile Pills." I applied to your agent, Mr. Bell Berkeley, for the above-named pills for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, HENRY ALLPASS.—To the Proprietors of NORTON'S CAMOMILE PILLS."

INDIAN NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT).

UPPER SIND, DEC. 27.

We are now, in what is considered, the glorious cold season of Upper Sind, but compared with former years, the season is a failure. The air is damp and nasty, and the soil cannot get rid of its moisture, the consequences of which are fevers, rheumatics and all the other illnesses human flesh is heir to. The way in which the year ought to be divided up here is curious, and the lovers of the country will disagree. An impartial observer will tell you that we have 9 months of undisturbed hot weather, 2½ months of the regular fever season, 7 days of nice weather and the rest Christmas holidays.

In Jacobabad festivities are now the order of the day. Sir William Merewether, our Commissioner, is up there and the races and balls are of course the principal events. In the whole Bombay Presidency proper, Jacobabad alone is noted for good decent sports, such as in the olden days Ahmednuggur and Ahmedabad used to have, but, alas! have not now. Meer Ali Moorad, the venerable ruler of Khairpoor, is back to his hunting grounds, a great deal poorer for his trip to Bombay, where his nerves were somewhat shattered by the unusual amount of respect paid to him and his not overclean attendants. He is not much thought of up here, as he keeps up no State, but Nimrod fashion dwells in the jungle most part of the year, shooting his ("d beloved," would have said, but the old gentleman is a devout Musulman) pigs and such other wild animals as his preserves provide. The Mahrattas would have gloried in a chief like him, as he cares nought for the plough but much, some say too much, for the chase.

Of the Indus Valley State Railway, but little progress can be reported. People are beginning to think now that the wrong bank of the Indus has been chosen, and that the line ought to have been constructed on the left, instead of on the right bank, between Kotree and Sukkur. The cost of its construction is said to be simply fabulous, and I am afraid that it will never be in good working order, but that for several months in the year traffic will be perhaps too dangerous to be predicable. A strong and sudden inundation would simply wash the embankment away as if it were constructed of yellow soap, and the gap could not be filled up until the "setap" had totally disappeared. Still the authorities seem to have faith in their undertaking, or why would they have printed time tables and obtained coats, belts, and whistles for the guards of the future some three or four years ago?

There is no news from beyond the frontier except the usual occurrences of rapine and plunder by Murrees and others of the Belooch nation. Some months ago you spoke of an advance of British troops to Quettah and Mustang, but I am inclined to think your information was not very exact on that point. Nothing is known in these parts or at Jacobabad of any such intention on the part of Government, and the measure would be a failure and involve us in the squabbles of Khudadad Khan of Kheist and his Sirdars, a thing to be avoided rather than hoped for.

Cholera or some closely allied disease is stalking about the country. In the hot season it visited Thurr and Parkur and Karrachee (city). Now we hear of it near the mouth of the Indus and far away from there near Larkhana. As yet it is sporadic only, and after all it may have been fever and collapse; all we can hope for is that we may not have a regular visitation of cholera, because its rare appearance in Sind is always accompanied with unusual virulence.

ADEN NEWS.

(FROM OUR OWN CORRESPONDENT.)

ADEN, 23RD DEC.

What you say about Perim in the article published in your issue of the 18th inst. is perfectly correct so far as the state of the garrison and absence of fortifications is concerned. It is generally understood at Aden that we occupied Perim simply to prevent the French from taking possession of it, and the present garrison is there to protect the lighthouse, in case of any of the surrounding Arab or Dankali tribes taking a fancy to the lantern. Ten men would answer the purpose equally well, and save a wretched European officer, a commissariat conductor, and an apothecary from vegetating there for a couple of months at a time. It is said, Colonel Jervoise drew out elaborate plans for the defence of the island, and intends its garrison to be able to act also on the aggressive, but it is supposed that the fortifications will be commenced some time the century after next. The heavy muzzle loading guns for the defence and protection of Aden are still unmounted. They arrived, the oldest inhabitant alleges, many years ago, and have, at the instance of Government, afforded artillery commandants much food for reflection in the matter of how they could be got to the top of Shum Shum, or Mansoores, or Marshag, or Seerah, or any where except where they can be used with some hope of their proving effective against ships of war attempting to force the harbour in our way.

No doubt Perim could be so fortified and garrisoned as to make the Red Sea impassable to the enemies of the nation that might possess it, but at present there are only three or rather two countries which could hold it without very great difficulty—viz England and Turkey; the latter is presumed to contain Egypt, which, probably M'Killop Pasha and Dunkali will not feel prepared to admit. Certainly, it Turkey fell out with Egypt neither could comfortably establish itself at Perim.

Perim is very self-contained; everything is to be found on the island except what man requires to eat and drink. Supplies could, of course, be obtained for a large garrison from the neighbouring tribes *with the consent of Egypt and Turkey*, and as at Aden water for drinking purpose could be supplied by condensers, (Perim at present possesses one condenser.) To my understanding the value of Perim lies in its being out of the hands of the English, and cannot be put to a bad use. It would be useless to fortify it, unless Aden were first made secure, and no sane person doubts that one small gunboat could easily run into Aden harbour, set fire to the coals, burn the shipping and retire gracefully without coming within range of the frowning batteries of Hillock or Commandment. It is very doubtful whether the best system of defence for both outports would not be turret-ships manned from the garrison, as in Bombay. No need for the one or two intended for the defence of Perim to lie off the island always; Aden is close by and is better suited for a depôt.

By the way you would think that Aden, "the Gibraltar of the East," ought at least to have sufficient artillerymen to man all the guns at once; but no, such is not our way of doing things, and two batteries and a company of golundaz have been found to be too many for only one hundred guns, so the native artillery company is to go to Scinde, and a few Europeans are to come to help to keep the number of guns well polished, in case any French or German officer may wish to use them hereafter to shave by; for whatever nation possesses Aden in the next century, it will not be England, unless we mend our ways.

A force has started from Tajourra to relieve Raoof Pasha at Harrar, consisting of about 3,000 men, and a similar army has left Zeila to assist Raoof Pasha. Provisions are very dear, and the Somalis are very chary of having any dealings with the Egyptians, and instead of having to pay, expect to be paid for the occupation of their land.

Abdool Kadir Pasha succeeds Munzinger Pasha as Governor of Mussowa.

You are quite correct in surmising that the raids of M'Killop, Dunkali really serve no other purpose than to maintain the slave trade; but it is a very great pity that your informant regarding the sixty or seventy dhows per diem that cross during the season from Berbera and neighbouring ports to Makalla, crammed with slaves, did not let Admiral Macdonald know. I'm sure he would have given his ears for the information, and all the E at India squadron would have at once been egged to be sent to such a promising field for prize money. It is fortunate on the interests of humanity and British prestige that only have been misled. No such trade to the extent you speak of exists. I do not beli eve there have been half a dozen slave dhows in Makalla harbour for the last three years, and certainly none have left Berbera or any of the neighbouring ports—Bunder Gori, Heis, or Zeila—with slaves for Jeddah and other friendly Turkish ports in Arabia. More slaves enter Egypt and Turkey in men-of-war than any other way. There is but little demand for slaves among the Arabs; one wealthy man here and there may purchase a Galla or Somali concubine but the majority have neither the money nor the inclination to buy what their masters the Turks will probably appropriate as soon as they hear of the purchase, under the

CRICKET.

On Thursday last we went to look on at the cricket match being played on the maidan between a Naval and Military and an eleven of the Bombay Gymkhana. We arrived just as Carmichael Young (with marvellous punctuality for Bombay) had won the toss for choice of innings, and were then accommodated with a comfortable long chair inside the tent, wherein we smoked our Regalia, *ad privos* with our long and, alas, not-quite-so-strong-as-the-used-to-be legs stretched out in front of us. Wyer and Gell bowled throughout the innings, both well on the spot, and succeeded in disposing of their opponents for the small total of 48 runs, Gell getting three wickets in three consecutive balls, for which feat he has been presented with a new and very expensive helmet. Duration of innings one hour twenty minutes. This is the analysis of the bowling :—

Wyer 80 balls, 15 runs, 4 maidens, 5 wickets
Gell 80 balls, 33 runs, 2 maidens, 4 wickets.

This pair also went first to the wickets to represent Bombay, Curtis and Boothe bowling. Gell hit the first ball of Curtis first over away to long leg for six, and the first ball of his second over Wyer stumped in the same direction for eight—a stupendous smite. Commander Dacres threw his arm out, he said, and Gell told long leg again to hurry we fear. The wrists from Colaba looked sharpened and changed scene, when the bowling got more on the spot. Gell feeling tired, at one his wicket; for taking which liberty he was very properly given out by the umpire. The "glorious Twelfth" next appeared, and began very darkly indeed, but encouraged by the manifest disordination of the opposition to accept the chances he offered them, he warmed to his work, and with Wyer hit the score up to 48 when the latter was had at point for 22 runs. "The rest is silence." The wickets went down like nine pins before Tims the destructive, and the innings just lasted long enough to admit of Tennent making his 50—a very creditable performance. Total 121 or 73 runs ahead. Analysis of bowling :—

Curtis	80	balls 55	runs 1	maiden 3 wickets
Booth	25	" 18	" 9	" 1 "
Tims	40	" 25	" 1	" 5 "

Duration of innings one hour and a half. Very rapid work. Tiffin—duration of tiffin two hours. Certain young fellows retired to the Bombay Club, and stayed there. The time was wiled away by the other impatient athletes, some in this way, some in that, others in chatting about old times over a friendly glass of sherry. Ourselves smoked another Regalia, and went to sleep. We were awakened by the shout which hailed the truants return, who came swaggering gaily in, good as gold. "So sorry," they said, and laughed. Dr. Arnott and Bird began well and smoked both bowlers freely. Plumer played a careful innings of 19, and Tims a brilliant one of 64 runs, without a chance that we could see, although all the bowling resources of the opposition were brought into play. Gell luckily was on the spot, but Wyer and the rest were not. Commander Dacres came at the last with a useful though perhaps a trifle lucky innings of 26 not out, bringing the total up to 172 runs exactly 100 runs ahead. Only ten minutes play remained, but Bombay lost two wickets for 10 runs, and had time allowed, the result would probably have been very close, though of course, as in all uncompleted one day matches, Bombay won on the first innings by 73 runs. No analysis of the bowling was kept, second innings, but Gell bowled 6 wickets, Wyer 3, and Balfour 1. The fielding on the whole was good, notably that of Tennent the fleet at long leg. Robert Brocok at cover point was very active. It was a very pleasant match altogether, and we recommend any one with a leaden eye on his hands, as we had, to go and spectate at a cricket match. If the gentleman who walked off by mistake with our brain new helmet will kindly reproduce it, he will get his own rascally old topi back from Mr. Talkajee at the Bombay Gymkhana tent.

EUROPEAN AND OTHER EXTRACTS

THE DUKE OF CAMBRIDGE ON THE ARMY.

At a dinner given last night (Dec. 9) by the Fishmongers' Company to masters of fox-hounds, and to the members of the Alpine Club, the Duke of Cambridge, who was amongst the guests, responded to the toast of "The Army." His Royal Highness said :—

From early life I have associated myself to the best of my ability with everything connected with the military affairs of this nation, and, at the period of life at which I have now arrived, I am gratified to think that such services as I have been able to render to the army have been most fully, most fairly, and most kindly appreciated by the general public of this country. (Cheers.) But the task which I and others are called upon to perform is one of no small difficulty. We are called upon to make very great and important changes in all the institutions connected with the army. This has been going on now for a very long period; but it is to be hoped that the time may soon arrive when such changes may cease. (Hear, hear.) Now, in a great organisation such as that army with which I have the honour to be associated, constant change is extremely expensive and extremely difficult, not to say detrimental. Just now I used the word expensive, and I know that all these questions connected with army matters have a great bearing on the financial position of this country. Now, as to the financial position of this country, I am happy to say that it is quite so flourishing as last year. We have still the right to look upon ourselves as in a most flourishing condition when we compare the position of this country with that of any other part of the world. (Hear, hear.) But now, gentlemen, when we see the enormous exertions which are being made by other countries to place their military establishments on a greatly enlarged footing compared with what they have been heretofore, it would be, I think, idle folly—to use a strong term—if we did not try to go as far as we could, at all events in our military reforms. (Hear hear.) Now, on that, as on all other occasions, we ought to be guided by indications of common sense, and we certainly ought not to be led away by views, though natural and consistent with our own interest, and which I myself, in common with every one in this room, would only be too happy to entertain—namely, that peace should be the order of things throughout the world. Gentlemen, there is no finer sentiment than that, and there is no man in this room who is more convinced of the advantages of peace than the individual who now addresses you. I am perfectly convinced that every one in this room is inbued with that sentiment; and yet I, for one, and I hope I may induce others to share with me in that feeling, cannot help coming to the conclusion that we have not arrived at that happy period when all thoughts of warlike operations are to be put on one side. (Cheers.) Only just look at what has happened in the year which is passing—look at the threatened interruption of peaceful relations which has occurred, and which I may say still exists between ourselves and China. Look again at the state of our relations with Burmah, look at the sudden outbreak—small though it be, yet not without its difficulty—in the Malay Peninsula, or what is known as the Straits Settlement. Look at the state of the world in general, look at what all the great empires are doing, and will any man tell me that under those circumstances the mere wish for peace, which I and all of you entertain, ought to make us think that there is no possibility of a warlike state arising. It may be before we are many weeks older. It is really so serious a matter that it is impossible for a man in position to dwell too strongly upon it or to refrain from inducing his fellow-countrymen, if possible, to agree with him in that view. But if we are right in that view, what ought we to do? We ought to try and place our military institution—perhaps I ought to say our naval and military, for we ought never to forget that the navy of this country is its first line of defence, and therefore, in that respect precedes the army—in the most efficient position that we can place them in. (Loud cheers.) Now how is that to be done? Well, we have been doing our best, as you all know, and only recently we have done as much as we could to show that we are not blind to what is going on, and that we are alive to the necessities of the period; but there is nothing to be done without very liberal means being placed at our disposal. While on that point, I may as well frankly say that it is constantly alleged against the military authorities that they have but one panacea—"Give us more money, and then we will do what you like." (A laugh, and cheers.) Well, gentlemen, I admit there is a great deal of truth in that. I should be glad, indeed, if any one would tell me where we could reduce expenditure in order to have more men; for although, that is really what we require (cries), hear). We want them, and we must get them; and, if we are to get them, we must pay for them. It is often said, "but why more money now than formerly, how is it you could do formerly with so much smaller estimates than now?" Gentlemen, I will give you one item, and after that, I will ask you to draw your own conclusions. You see a great deal in the newspapers now-a-days of a great gun which has been making—an 81 ton gun. Well, Gentlemen, what do you suppose that gun cost? I have good reason to believe that gun will cost 15,000l., and I have also reason to believe that every shot fired out of that gun will cost 25l. (Laughter and "Hear, hear.") Now, gentlemen, when you calculate that, and when you go on to calculate not merely what five or six or eight of these guns will cost, but what the whole necessary armament of such weapons will come to, I think you will admit that it is not very difficult to find out why our estimates are now so much higher than they used to be. And recollect it is not only 81-ton guns we require, but we are building large quantities of 38-ton and 25-ton guns, and the increase of ships, which are to have from 14 in to 20 in. of iron, to carry them; while we have forts which are to be armed with this enormous ordnance, and which are to be covered with I don't know how many inches of iron plates. Now if you put all these things together, and if you remember all that is to be done in various other ways, from very philosophically sound, right, and proper views as regards improving the condition of the soldier—if you add, I say, all these items together, though they may not be very large in themselves, they amount together to something very large indeed. But I contend that every one of them is necessary, and those who cavil at the authorities for having only one panacea—viz. to ask for more money—must bear in mind that we ask for more only to get moneys worth. Common sense must tell us that do what we may, if we don't pay the worth of an article we cannot get it. No, gentlemen, reflect on the state of things in your own households, or your own commercial establishment. Have not all your expenses risen enormously? Have not wages risen in every direction? (Hear, hear.) Are there any large mercantile or commercial transactions going on which do not find this to be a fact? Take railways, for instance. Are not railway servants higher paid than they were ten years ago? If that is so, why should not increased expenditure be required in military matters? If it so, and men will not come unless they are better paid. Then we are told we do not get the proper sort of men. Very well; give us more money, and we will try and find those sorts of men. I don't say we shall be able to do it, because the country is so prosperous, and there is such facility for obtaining employment, that it is almost impossible to get the men to come into the army merely on the chance of seeing whether they like the service. It is our very prosperity that makes it necessary to be more liberal; and I am quite sure that such being the case, and the country not being less prosperous than it was I cannot conceive that the great bulk of this great country—people who are so sensible, so reasonable, and so prudent in all that dealings—will have the imprudence not to do everything in their power to support the authorities in their endeavours to make the army and navy as efficient as it is right, proper, and desirable that they should be in an empire such as ours. (Cheers.) Now, gentlemen, I will, of course say, in reference to the large establishments of other countries, that I don't for a moment ask you to maintain anything so large, and for the simple reason that you would not do it. You have not the means; we are not so numerous; we have not the area from which men could be got; but there is another and a more serious reason—you have not conscription. Do you think you would do anything like that in this country? Because, remember, we sometimes see the propriety of conscription referred to. My own idea is that it is absurd to imagine that conscription can ever be made to go down in this country. The only question is whether it may not be, under certain circumstances, not only allowable, but desirable for the militia. I am not afraid of that the militia service is not one in which to a certain extent conscription, or in other terms, the ballot ought not at times to be employed. At this moment it is the law of the land, and only suspended; because, if you cannot find sufficient men for the militia, you ought to be in a position to raise men by the ballot. But this is not the place or the occasion to refer to that matter at length, and I only refer to the fact because I don't believe in the probability of conscription. (Cheers.) I do not advise its introduction if you can avoid it, for I don't consider it consistent with our institution or our interests. But, beyond that, I go further and say that our service is so different from that of other countries, where there is only home service to be performed, that you cannot have conscription. How can you have conscription in a service where a large part of the army must be continually abroad? Why conscription under such conditions is an impossible thing, because it is only justified for the defence of a country at home. There you may have conscription, and therefore, I say, it is an open question whether we ought not to have the ballot for the militia; but a conscription to send troops to India for eight or ten years, or to the colonies, is a thing which is indefensible, if not impossible; and, therefore, I hope it will never be attempted. I have merely referred to the fact that, by conscription, you may have a much larger army than without conscription; but we, I am afraid, must make up our minds to pay for the men; we must make it worth their while to come and serve in the army. Depend upon it there is plenty of good English courage left in us. Every day and every hour shows there is nothing an Englishman cannot and will not do, and I don't think it is a bad thing in him to know that the labourer is worthy of his hire. He likes to know what he is doing for himself, while at the same time he is perfectly willing to do good service to the State. That is a principle which the Government have a right to hope the country will justify them in paying such an amount of wages to the men as will enable us to secure at all times a sufficiently good and moderately large army. (Cheers.) Gentlemen, under these circumstances, I trust the observations may not have been thrown away, and I shall be glad if I have said anything to induce my fellow-countrymen, as well as ourselves, to cordially support those military institutions which I have the honour to represent on this occasion, which I am proud to be at the head of, and which I respect and admire, as many of you do. I have seen the remark that the time has arrived when I was ashamed to wear uniform. (Laughter.) I do not see why, and I have never yet discovered that I am ashamed to wear uniform. Neither I nor any officer or soldier should be ashamed to wear uniform. I have not appeared in a red coat to-night for the very good reason that I am here as a citizen of London, (cheers), and in our ordinary avocations we are in the habit of appearing in plain clothes, and I am not afraid of appearing in plain clothes. (Laughter.) At the same time I should be exceedingly pained to think that I should be ashamed of my cloth. I am not, and I hope that no officer ever is or ever will be so. (Cheers.)

THE DUKE OF CAMBRIDGE ON THE ALDERSHOT MANŒUVRES.

(*Times*, Dec. 9.)

The public will of late have experienced something of the pleasure of a new sensation in reading from day to day of the progress of our military administration. It will have occurred to them that we do, for the first time, seem to possess a real Army. We have at least been busily concerned in arrangements for its Mobilization, and it is significant that it has occurred to no one to question the fact of our having something to mobilize. A little time ago a speaker who had to return thanks at the Guildhall spoke of our Army as in great measure a paper force, but the Mobilization scheme seems to have dissipated all these discouraging estimates. The Horse Guards themselves have been elaborating a plan for placing a very considerable Army in the field in the emergency of an invasion; and, with the exception of a few gaps in particular Corps, it does not appear that they have found the lamentable deficiencies which were lately predicted. When the question is fairly asked, with the apprehension of invasion before us, whether we have an effective Army to put in the field, it turns out that, upon the most scientific calculation, we need only the addition of some subsidiary forces to make the organization of our defence complete. Similarly, we hear no complaint from the Horse Guards of their inability to provide for an active interposition, in case of necessity, abroad. They leave it to be understood as in the absence of any statements to the contrary it must be, that they possess the materials requisite for the formation of an effective Force for Foreign Service. For this, as for Home Service, the problem of what has been required has been worked out, and we see for the first time the Forces of this country arrayed in real and tangible form. It will not be forgotten that we owe to Lord Cardwell the first prospect of this achievement, and that although in some details his plans may have had to be modified, the hopes he held out in his early speeches of our possessing an effective Army, and of our being, consequently, delivered from recurrent panics, have been fully realized.

Nothing, however, will have contributed more to this gratifying sense of reality than the letter we published yesterday upon the Aldershott Manœuvres of last Summer, issued under the directions of the Duke of Cambridge, and embodying his criticisms on the conduct of the various branches of the Service then engaged. We are too familiar with the kind of observations customary on such occasions. They have generally seemed confined to a simple recognition of the good intentions of everybody employed. Every one, no doubt, has always meant to make a satisfactory display of the Force under his command, and there is no soldier who has not endeavoured to make the best of himself under the eyes of the Commander-in-Chief. It seems to have been considered, as a rule, sufficient to recognize these excellent intentions, without considering how they were carried into effect, and perhaps such criticism was adequate in days when it was not supposed for a moment that our troops were maintained in a condition to stand the strain of actual war. Formal praise all round for the zeal and for the elementary military capacity displayed met all the exigencies of the occasion. The Duke of Cambridge has taken a much more serious view of his duty. The praise recorded in this letter is, indeed, cordial with respect to the efforts of the troops engaged in the Manœuvres and their general conduct. In particular, the Duke expresses himself much gratified by the exemplary conduct of the non-commissioned officers and men engaged in the Manœuvres, by their endurance of unexpected hardships, and by the high efficiency they displayed. He commences with the most valuable of all commendations upon the work of the General Officers who held commands by stating that, after careful perusal of their Reports, most of the suggestions contained in them have been strongly recommended for adoption on occasions of future Manœuvres. But, having thus done justice to qualities and capacities which, we may hope, would never be absent from the British Army, His Royal Highness proceeds to criticize with minute care, the conduct of the various arms of the Service in the recent evolutions; and he is much more concerned to point out the directions in which there is need of improvement than those in which efficiency, however commendable, ought to be taken for granted. Though he recognizes the progress made by the Cavalry during the last few years in the duties of reconnoitring and obtaining intelligence, he observes that there is still room for considerable improvement. He was struck forcibly with the tendency on the part of officers commanding bodies of Cavalry to employ too large a force on the duties when engaged in reconnoitring, and he points out that this tendency is probably due to the fact that the share of responsibility is not allowed to descend sufficiently to the lower grades. Men are trusted in bodies, but not in twos and threes; and our Cavalry have yet to learn the method of covering a large extent of country with as small a force as possible. In the tactical handling of Cavalry, the Duke has noticed an undue caution on the part of Cavalry officers, and a certain want of "dash and enterprise" in making sudden and unexpected attacks on opposing troops. This, perhaps, is a tendency which it is the danger of Manœuvres to encourage. It is apt to seem the most conspicuous merit of officers on such occasions to estimate accurately the risks of an attack and to calculate the amount of loss which, in the opinion of an Umpire, they would sustain. We see little fear but that all such hesitation would, in our troops, soon disappear under the actual excitement of battle; but it is most desirable that it should also be discouraged in preparatory Manœuvres. In respect to the Artillery the Duke draws attention to the larger force employed, and to the object kept in view of enabling Artillery Officers to bring a powerful fire to bear on any particular point by massing the guns or otherwise concentrating their fire. Too great stress, he thinks, cannot be brought to bear upon this requirement; but he at the same time warns Artillery Officers against the danger of wasting their ammunition by objectless or inaccurate firing, and he accordingly recommends that Range-finders should be more generally introduced. In speaking of the Infantry, while appreciating the increased intelligence they displayed in taking advantage of cover, and in moving in loose and open order, he dwells upon the imperative necessity of cohesion. He notices too great a disposition in general Officers to absorb the whole of their troops in their front line, as well as a neglect to keep their force concentrated around a central position for purposes of defence. He also observes that there often appeared to him a great want of enterprise on the part of General Officers commanding, when in defence of positions, in not assuming the offensive when opportunity offered; and points out that a counter-attack delivered at the right moment might often as a neglect to keep their force concentrated around a central position for purposes of defence. He also observes that there often appeared to him a great want of enterprise on the part of General Officers commanding, when in defence of positions, in not assuming the offensive when opportunity offered; and points out that a counter-attack delivered at the right moment might often frequently change the result of the day, and in case of retreat might often save an Army.

These are some of the topics on which His Royal Highness communicates to the Army the result of his observation of their recent performances, and they are sufficient to illustrate the admirable spirit in which the letter is conceived. The temptation is so great to every man in his position, and especially to a Commander-in-Chief of his generous inclination, to dispense all the praise in his power, that his careful apportionment of praise or blame, or rather of advice, merits the most cordial public recognition. It is the act of a man who recognises the reality and the vast importance of the work now involved in the command of the Army, even during Peace, and who is determined to discharge his responsibility without reserve. It should, however, be at the same time recognized that this welcome energy is only what might have been expected from the character in which the Commander-in-Chief has accepted the recent measures for the reform and re-organization of the Army. Whether or not they have been entirely in conformity with his predilections is a point which he has not cared to make publicly known; but from the moment they were adopted by Parliament and the country he has cordially accepted them and loyally endeavoured to carry them out with thoroughness. The country, he saw, desired to have an Army of a particular character, and he, as the Officer Commanding-in-Chief, has resolved that this Army shall at least be the best of its kind. In this respect he has set an example of incalculable value throughout the Service, and the success of our recent changes will, in a degree which can scarcely be exaggerated, be due to his generous and vigorous support. He has, however, never contributed any aid of greater value than the frank and firm criticism embodied in the letter we published yesterday. Our officers will welcome this wholesome severity no less than the public; and the assurance that it may be always expected for the future will be an invaluable stimulus to military proficiency.

THE BRITISH ARMY ABROAD.

(*Pall Mall Gazette*, Dec. 10.)

For some days past we have all been in raptures over the new scheme of army mobilization, which is to render us invulnerable against invasion; but it was not till yesterday that the discovery was made—(by the *Times*)—that we are also equally well equipped for offensive warfare. As regards the army for home service, indeed "it turns out that, upon the most scientific calculation, we need only the addition of some subsidiary force to make the organization of our defence complete. Similarly, we hear no complaint from the Horse Guards of their inability to provide for an active interposition in case of necessity abroad. They leave it to be understood—as in the absence of any statements to the contrary it must be—that they possess the materials requisite for the formation of an effective force for foreign service. For this, as for home service, the problem of what has been required has been worked out." Of all the wonderful specimens of complacent optimism with which the *Times* has lately favoured the public, this is surely the most astounding. Because the Horse Guards have not published an official notification of the inadequacy of the army for taking part in a Continental war, and have made known no complaints on the subject, it is therefore to be assumed that our military establishments are perfectly adequate for such a purpose. By this mode of inference we may infer anything we please. The Archbishop of Canterbury, for example, has never notified officially that he is not in the habit of taking a swim up and down the Serpentine every morning before breakfast, nor has his grace ever complained that he could not do so. Scarcely more wonderful is the cool assumption that the Horse Guards are responsible for providing an army for foreign service, whether there be one or not, while, from the way in which the *Times* puts it, one might suppose that the strength of the forces available for operations abroad was a sort of indeterminate but elastic quantity, which it was within the power of the military authorities to expand at pleasure. Of course, when you talk about an "effective force" being available, the accuracy of thestatement may be made to turn on what you consider to be the measure of effectiveness. In one sense a single well drilled battalion may be said to be an effective force; such certainly would be a single army corps landed on the coast of China but for the purpose of European warfare every one must now be pretty well able to judge how far the term is appropriate to the army, of at most a couple of weak corps made up of a very great number of weak battalions, which would be the utmost limit of our possible contributions to such an occasion. Whether it is desirable that England should be able to take a substantive part in a Continental war may fairly be a matter of opinion; but we fail to see what useful purpose is served by persistently throwing a flamour of flab and by incertitude over such a plain well-known matter of fact as the actual present strength of our rank and file.

THE SUEZ CANAL.

(*The Times*, Dec. 10.)

We give to-day the translation of an article that conveys the worst that foreign ingenuity has been able to say against this country for buying the Khedive's shares in the Suez Canal. We were indebted for that valuable epitome of malice to the *Moscow Gazette*, a journal which, representing the old Muscovite Party, dislikes Western influence almost as intensely as some of ourselves dislike the influence of Russia. That Party often honours England by throwing at her the choicest missiles in a peculiarly rich store of invective, and this time the heartiness of these attentions denotes that we have reached a peculiar pitch of wickedness. By gaining territorial rights in Egypt we have "most unceremoniously taken the lead in partitioning Turkey." No longer content with seizing distant lands, we have "pocketed the key to the whole of Southern and Eastern Europe," and thus we have constituted ourselves "the sole and absolute judges of what is good and profitable for the other countries concerned." Such conduct is of a piece with "the jealousy and supercilious reserve unexpectedly displayed by our former confederates." The Khiva campaign put us into a "fearful rage," and in a spirit of envy we tried to "tie Russia's hands and place a horde of Central Asiatic nomads under the protection of International Law." Now that we have "seized" the Suez Canal, can any one be simple enough to believe that we shall impartially guard the interests of other countries in that highway?

This piece of malice is interesting chiefly because it insinuates a plea for aggression. If we have "seized" the Suez Canal, if we have thus begun the "partitioning of Turkey," and if the welfare of other Powers thus lies at our mercy, why should not those Powers, in self-defence, "seize" something else, say Constantinople, and otherwise upset the equilibrium of the Colonial Dominions? The answer is very simple. It was given by the Chancellor of the Exchequer the other day. We have "seized" nothing, and commenced no "partition." We have bought 176,602 shares for £4,000,000, and we have done so purely for purposes of self-defence. Our influence will be used to make the Canal, not an English, but an International highway. We have both the will and the power to make it perfectly neutral, and we bought our rights because we doubted whether any other nation had either the will or the power to put it strictly to its proper use. Let the case be tested by the comparatively low ground of commercial interest. This country has abandoned every vestige of the old Protective system. Its Navigation Laws are as dead as its Corn Laws. No Member of Parliament would get a hearing in the House of Commons if he were to propose that a differential duty should be put on foreign fabrics, or that foreign shipping should be treated less favourably than our own. Free trade has become a part of our practical religion. If it be true, as the Continental people say it is, that we are Freetraders purely from self-interest, so much the greater certainty is there that we shall not go back to Protectionism. But of what Continental nation can so much be said? Not of France, which indeed the force of despotism to teach her the practical rudiments of Free Trade, and which has still a strong hankering after protective duties. Still less can the spirit of commercial impartiality be claimed by Russia, for she is sunk as deep in the mire of mercantile selfishness as this country was before the time of Adam Smith. One of the reasons, why her trading classes urge her Government to annex region after region of Central Asia is to give them an exclusive market for their wares; and no sooner does any territory become Russian than English goods are practically shut out of it by high duties. If the half of the Suez Canal shares had passed into the hands of Russia or France, other nations might have feared that their commercial interests would be sacrificed; but even to survey itself can scarcely, in its cooler moments, attribute such a design to England. She, if any country, is the best fitted, than to guard the general interests of trade. It is argued, however, that political interests are at stake, for it is mysteriously said that the Canal is the key to the "whole of Southern and Eastern Europe." The truth is that to Russia the Suez Canal is the key to nothing but certain parts of Asia, and especially of India. France need have no fear on that account, for she has virtually no political business in the East. She could not have purchased the shares which we have bought without virtually confessing that she wished to convert Egypt and Syria into French provinces. We have a vital interest in the neutrality of Egypt; France has none. It is equally difficult to see what harm our hold on the Suez Canal can do to Russia. She has no India or Australia to defend, and the Isthmus of Suez is not her shortest way to Kashgar. Yakub Khan would feel quite comfortable if he were menaced only by the Russian Navy. It is true that she might have some reason to complain of our command of the Canal if she intended to seize Syria, the Euphrates and the Tigris valleys, Teheran, the whole of Persia, and, indeed, everything between the Levant and the Indus; but she protests against the bare suspicion that the Czar would like to play the part of an Alexander. To insinuate that we have done any harm to her by securing a large stake in the Suez Canal is about as preposterous, then, as to say that we ought to assume a protectorate of Constantinople because she recently annexed the northern part of Khokand. If we do not complain of the speed with which General Kaufmann swallows up whole kingdoms in Central Asia, we may surely insist on our right to secure a passage for our ship, and our soldiers to countries in which Russia has little commercial and no military interest?

These considerations form the answer to those of our own countrymen who doubt whether England has gained any substantial advantages by purchasing the Khedive's shares. Those objections might seem fatal if we looked at the transactions purely from the commercial side. The proper course, however, is to ask what would have happened if the shares had fallen into the hands of a foreign Company, which would have done the bidding of a foreign Government. The Khedive would instantly have fallen under influences which might have been alarming. The Canal might have been fortified, or it might have been obstructed in the hour of need. Had any European nation gained such a power, it might, especially if ruled by a dynasty which depended for *prestige* on a "brilliant foreign policy," be tempted to go beyond the necessities of its own material interests. Thus it might have cast us into a panic, perhaps need less, perhaps not, but at all events dangerous. The old quarrel between France and England about Egypt should suffice to show the wisdom of removing temptations from the path of friendly nations, especially if they run any risk of falling under dynasties who have a family interest in Egypt and who go to war for ideas. A sum of four millions is a very small insurance against such a peril. Some day the French will thank us for thus helping to put an end to their ruinous dreams of Eastern ambition. We have a right to expect, also, that other nations will acquit us of any ambitious designs when they see that we merely mean to defend Egypt against aggression, and when they reflect on the rectitude of their own intentions.

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Carnac Iron Works, Bombay, 20th May 1875.

NOTICE.—PURSUANT to Act XXVIII. of 1866, called "The Trustees' and Mortgagees' Powers' Act 1866," and in the Matter of the Property and Credits of JAMES DOUGALL, late of Osmanotee, in the Hyderabad Assigned Districts, deceased, who died intestate at Osmanotee aforesaid on the 18th day of August 1875, and Letters of Administration to whose Property and Credits was granted by the High Court of Judicature at Bombay, on the 18th day of November 1875, to JAMES MELVILLE, Attorney of Andrew Dougall, hereinafter named, of Bombay, Esquire. NOTICE is hereby given, that all persons being Creditors of or otherwise having any claims upon or against the Estate of the said James Dougall deceased are required on or before MONDAY, the 31st day of January 1876, to send to the said Administrator at the Office of the Mofussil Company, Limited, at No. 32, Apollo Street, the particulars of their claim upon or against the Estate of the said deceased, and that at the expiration of such time the Administrator will hand over the whole of the Assets of the said deceased to Andrew Dougall, Esquire, of Strawberry Hill, Inverness, in Scotland, brother german, and next of kin of the said James Dougall deceased, having regard only to the claims of which he shall then have notice. All persons indebted to the deceased's Estate or having property of his in their hands are hereby required to pay their debts or hand over such property to the said Administrator.—Dated this 4th day of December 1875.

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ALPHABETICAL INDEX TO NAMES.

OPINIONS OF THE PRESS.

(*London Athenæum, November 27.*)

THROUGH the courtesy of the Editor of the *Bombay Gazette* we have been favoured, by the last mail from India, with an early copy of "Maclean's Guide to Bombay," the publication of which has been hastened to meet the occasion of the Prince of Wales's visit to India. It is the first Guide to Bombay that has been published, and is at once so full and accurate and thoroughly readable, that it is never likely to be superseded. It is modestly called a compilation, but it is essentially an original work, as might be expected from its accomplished and scholarly editor, Mr. J. M. Maclean, the editor also of the *Bombay Gazette*. We cordially recommend it to all our readers who either know Bombay or are about to visit it, and to all who may require such a Guide as a work of reference regarding the most populous and wealthy city of our Eastern Empire.

(*Indian Statesman, Bombay.*)

SELDOM have we seen a great need more efficiently responded to than in the publication of the valuable historical record of a city which may fairly claim a more than usually large share of public interest. It would be difficult to name any place or subject associated with Bombay's rise and progress, or with its present condition, that is left altogether untouched upon; and in these fast times when railways serve to double time and annihilate distance, the hasty but shrewd glances here taken are necessarily condensed to the utmost, but not the less forcibly put forth. Readers of the present day seek to absorb the largest possible amount of what is useful in the shape of information, within the shortest possible space of time, and at the small st possible expenditure of labour. Herein the patient is well administered to, for a great extent of research could scarcely have

CRICKET.

On Thursday last we went to look on at the cricket match being played on the maidan between a Naval and Military and an eleven of the Bombay Gymkhana. We arrived just as Carmichael Young (with marvellous possibility for Bombay) had won the toss for choice of innings, and were then accommodated with a comfortable long chair inside the tent, wherein we smoked our Regalia, as prime with our long and, alas, not-quite-so-strong-as-the-used-to-be legs stretched out in front of us. Wyer and Gell bowled throughout the innings, both well on the spot, and succeeded in disposing of their opponents for the small total of 42 runs, Gell getting three wickets in three consecutive balls, for which feat he has been presented with a new and very expensive helmet. Duration of innings one hour twenty minutes. This is the analysis of the bowling :—

Wyer 80 balls, 13 runs, 4 maidens, 5 wickets
Gell 80 balls, 20 runs, 3 maidens, 4 wickets.

This pair also went first to the wickets to represent Bombay, Curtis and Boothe bowling. Gell hit the first ball of Curtis first over away to long leg for six, and the first ball of his second over Wyer jumped in the same direction for eight—a stupendous smite. Commander Dacres threw his arm out, he said, and was told long leg again in a hurry we fear. The wicket from Colaba looked chagrined and changed weekly from Colaba look, not more on the spot. Gell ends, when the bowler got more on the spot. Gell's fleeting stay at on his wicket; for taking which liberty he was very properly given out by the umpire. The "glorious Tankard" next appeared, and began very shakily indeed, but encouraged by the manifest disinclination of the opposition to accept the chances he offered them, he warmed to his work, and with Wyer hit the score up to 88 when the latter was had at point for 42 runs. "The rest is silence." The wickets went down like nine pins before Tims the destructive, and the innings just lasted long enough to admit of Tennent making his 50—a very creditable performance. Total 121 or 78 runs ahead. Analysis of bowling :—

Curtis	80	balls	65	runs	1	maiden	3 wickets
Booth	25	,,	18	,,	0	,,	1 ,,
Tims	49	,,	26	,,	1	,,	6 ,,

Duration of innings one hour and a half. Very rapid work. Tiffin—duration of tiffin two hours. Certain young fellows retired to the Bombay Club, and stayed there. The time was wiled away by the other impatient athletes, some in this way, some in that, others in chatting about old times over a friendly glass of sherry. Ourselves smoked another Regalia, and went to sleep. We were awakened by the shout which hailed the truants return, who came swaggering gaily in, good as gold. "So sorry," they said, and laughed. Dr. Arnold and Bird began well and smacked both bowlers freely. Plumer played a careful innings of 19, and Tims a brilliant one of 64 runs, without a chance that we could see, although all the bowling resources of the opposition were brought into play. Gell luckily was on the spot, but Wyer and the rest were not. Commander Dacres came at the last with a useful though perhaps a trifle lucky innings of 26 not out, bringing the total up to 172 runs exactly 100 runs ahead. Only ten minutes play remained, but Bombay lost two wickets for 10 runs, and had time allowed, the result would probably have been very close, though of course, as in all uncompleted one day matches, Bombay won on the first innings by 73 runs. No analysis of the bowling was kept, second innings, but Gell bowled 6 wickets, Wyer 3, and Balfour 1. The fielding on the whole was good, notably that of Tennent the fleet at long leg. Robert Brooke at cover point was very active. It was a very pleasant match altogether, and we recommend any one with a holiday on his hands, as we had, to go and spectate at a cricket match. If the gentleman who walked off by mistake with our bran new helmet will kindly reproduce it, he will get his own rascally old topi back from Mr. Talkajee at the Bombay Gymkhana tent.

EUROPEAN AND OTHER EXTRACTS

THE DUKE OF CAMBRIDGE ON THE ARMY.

At a dinner given last night (Dec. 9) by the Fishmongers' Company to masters of fox-hounds, and to the members of the Alpine Club, the Duke of Cambridge, who was amongst the guests, responded to the toast of "The Army." His Royal Highness said :—

From early life I have associated myself to the best of my ability with everything connected with the military affairs of this nation, and, at the period of life at which I have now arrived, I am gratified to think that such services as I have been able to render to the army have been most fully, most fairly, and most kindly appreciated by the general public of this country. (Cheers.) But the task which I and others are called upon to perform is one of no small difficulty. We are called on to make very great and important changes in all the institutions connected with the army. This has been going on now for a very long period; but it is to be hoped that the time may soon arrive when such changes may cease. (Hear, hear.) Now, in a great organisation such as that army with which I have the honour to be associated, constant change is extremely expensive and extremely difficult, not to say detrimental. Just now I used the word expensive, and I know that all these questions connected with army matters have a great bearing on the financial position of this country. Now, in this respect I hope that though we may not be quite so flourishing as last year, we have still the right to look upon ourselves as in a most flourishing condition when we compare the position of this country with that of any other part of the world. (Hear, hear.) But now, gentlemen, when we see the enormous exertions which are being made by other countries to place their military establishments on a greatly enlarged footing compared with what they have been heretofore, it would be, I think, idle folly—too use a strong term—if we did not try to go as far as we could, at all events in our military reforms. (Hear hear.) Now, on that, as on all other occasions, we ought to be guided by indications of common sense, and we certainly ought not to be led away by views, though natural and consistent with our own interests, and which I myself, in common with every one in this room, would only be too happy to entertain—namely, that peace should be the order of things throughout the world. Gentlemen, there is no finer sentiment than that, and there is no man in this room who is more convinced of the advantages of peace than the individual who now addresses you. I am perfectly convinced that every one in this room is imbued with that sentiment; and yet I, for one, and I hope I may induce others to share with me in that feeling, cannot help coming to the conclusion that we have not arrived at that happy period when all thoughts of warlike operations are to be put on one side. (Cheers.) Only just look at what has happened in the year which is passing—look at the threatened interruption of peaceful relations which has occurred, and which I may say still exists between ourselves and China. Look again at the state of our relations with Burmah, look at the sudden outbreak—small though it be, yet not without its difficulty—in the Malay Peninsula, or what is known as the Straits Settlement. Look at the state of the world in general, look at what all the great empires are doing, and will any man tell me that under those circumstances the mere wish for peace, which I and all of you entertain, ought to make us think that there is no possibility of a warlike state arising. It may be before we are many weeks older. It is really so serious a matter that it is impossible for a man in position to dwell too strongly upon it, or to refrain from introducing his fellow-countrymen, if possible, to agree with him in that view. But if we are right in that view, what ought we to do? We ought to try and place our military institution—perhaps I ought to say our naval and military, for we ought never to forget that the navy of this country is its first line of defence, and therefore, in that respect precedes the army—in the most efficient position that we can place them in. (Loud cheers.) Now how is that to be done? Well, we have been doing our best, as you all know, and only recently we have done as much as we could to show that we are not blind to what is going on, and that we are alive to the necessities of the period; but there is nothing to be done without very liberal means being placed at our disposal. While on that point, I may as well frankly say that it is constantly alleged against the military authorities that they have but one panacea—"Give us more money, and then we will do what you like." (A laugh, and cheers.) Well, gentlemen, I admit there is a great deal of truth in that. I should be glad, indeed, if any one would tell me where we could reduce expenditure in order to have more men; for after all, that is really what we want (Hear, hear.) We want men, and we must get them; and, if we are to get them, we must pay for them. It is often said, "but why move money now than formerly, how it is you could do formerly with so much smaller estimates than now?" Gentlemen, I will give you one item, and after that, I will ask you to draw your own conclusions. You see a great deal in the newspapers now-a-days of a great gun we have been making—an 81 ton gun. Well, Gentlemen, what do you suppose that gun cost? I have good reason to believe that gun will cost 15,000l., and I have also reason to believe that every shot fired out of that gun will cost 25l. (Laughter and "Hear, hear.") Now, gentlemen, when you calculate that, and when you go on to calculate not merely what five, or six or eight of these guns will cost, but what the whole necessary armament of such weapons will come to, I think you will admit that it is not very difficult to find out why our estimates are now so much higher than they used to be. And recollect it is not only 81-ton guns we require, but we are building large quantities of 38-ton and 32-ton guns, and the necessary ships, which are to have from 14 in to 20 in. of iron, to carry them; while we have forts which are to be armed with this enormous ordnance, and which are to be covered with I don't know how many inches of iron plates. Now if you put all these things together, and if you remember all that is to be done in various other ways, from very philosophically sound, right, and proper views as regards improving the condition of the soldier—if you add, I say, all these items together, though they may not be very large in themselves, they amount together to something very large indeed. But I contend that every one of these items is necessary, and who cavil at the authorities for having only one panacea—viz. to ask for more money—must bear in mind that we ask for more only to get moneys worth. Common sense must tell us that do what we may, if we don't pay the worth of an article we cannot get it. No, gentlemen, reflect on the state of things in your own households, or your own commercial establishment. Have not all your expenses risen enormously? Have not wages risen in every direction? (Hear, hear.) Are there any large mercantile or commercial transactions going on which do not find this to be a fact? Take railways, for instance. Are not railway servants higher paid than they were ten years ago? If that is so, why should not increased expenditure be required in military matters? If it is so, and men will not come unless they are better paid. Then we are told we do not get the proper sort of men. Very well; give us more money, and we will try and find those sorts of men. I don't say we shall be able to do it, because the country is so prosperous, and there is such facility for obtaining employment, that it is almost impossible to get the men to come into the army merely on the chance of seeing whether they like the service. It is our very prosperity that makes it necessary to be more liberal; and I am quite sure that such being the case, and the country not being less prosperous than it was I cannot conceive that the great bulk of this great country—people who are so sensible, so reasonable, and so prudent in all that dealings—will have the imprudence not to do everything in their power to support the authorities in their endeavours to make the army and navy as efficient as it is right, proper, and desirable that they should be in an empire such as ours. (Cheers.) Now, gentlemen, I will, of course say, in reference to the large establishments of other countries, that I don't for a moment ask you to maintain anything so large, and for the simple reason that you would not do it. You have not the means; we are not so numerous; we have not the area from which men could be got; but there is another and a more serious reason—you have not conscription. Do you think you would do anything like that in this country? Because, remember, we sometimes see the propriety of conscription referred to. My own idea is that it is absurd to imagine that conscription can ever be made to go down in this country. The only question is whether it may not be, under certain circumstances, not only allowable, but desirable for the militia. I am not quite clear that the militia service is not one in which to a certain extent conscription, or in other terms, the ballot ought not at times to be employed. At this moment it is the law of the land, and only suspended; because, if you cannot find sufficient men for the militia, you ought to be in a position to raise men by the ballot. But this is not the place or the occasion to refer to that matter at length, and I only refer to the fact because I don't believe in the probability of conscription. (Cheers.) I do not advise its introduction if you can avoid it, for I don't consider it consistent with our institution or our interests. But, beyond that, I go further and say that our service is so different from that of other countries, where there is only home service to be performed, that you cannot have conscription. How can you have conscription in a service where a large part of the army must be continually abroad? Why, conscription under such conditions is an impossible thing, because it is only justified for the defence of a country at home. There you may have conscription, and therefore, I say, it is an open question whether we ought not to have the ballot for the militia; but a conscription to send troops to India for eight or ten years, or to the colonies, is a thing which is indefensible, if not impossible; and, therefore, I hope it will never be attempted. I have merely referred to the fact that, by conscription, you may have a much larger army than without conscription; but we, I am afraid, must make up our minds to pay for the men; we must make it worth their while to come and serve in the army. Depend upon it there is plenty of good English courage left in us. Every day and every hour shows there is nothing an Englishman cannot and will not do, and I don't think it is a bad thing in him to know that the labourer is worthy of his hire. He likes to know what he is doing for himself, while at the same time he is perfectly willing to do good service to the State. That is a principle which the Government have a right to hope the country will justify them in paying such an amount of wages to the men as will enable us to secure at all times a sufficiently good and moderately large army. (Cheers.) Gentlemen, under these circumstances, I trust the observations may not have been thrown away, and I shall be glad if I have said anything to induce my fellow-countrymen, as well as yourselves, to cordially support those military institutions which I have the honour to represent on this occasion, which I am proud to be at the head of, and which I respect and admire, as many of you do. I have seen the remark that the time has arrived when I was ashamed to wear uniform. (Laughter.) I do not see why, and I have never yet discovered that I am ashamed to wear uniform. Neither I nor any officer or soldier should be ashamed to wear uniform. I have not appeared in a red coat to-night for the very good reason that I am here as a citizen of London. (cheers), and in our ordinary avocations we are in the habit of appearing in plain clothes, and I am not afraid of appearing in plain clothes. (Laughter.) At the same time I should be exceedingly pained to think that I should be ashamed of my cloth. I am not, and I hope that no officer ever is or ever will be so. (Cheers.)

THE DUKE OF CAMBRIDGE ON THE ALDERSHOT MANŒUVRES.

(*Times*, Dec. 9.)

The public will of late have experienced something of the pleasure of a new sensation in reading from day to day of the progress of our military administration. It will have occurred to them that we do, for the first time, seem to possess a real Army. We have at least been busily concerned in arrangements for its Mobilization, and it is significant that it has occurred to no one to question the fact of our having something to mobilize. A little time ago a speaker who had to return thanks at the Guildhall spoke of our Army as in great measure a paper force, but the Mobilization scheme seems to have dissipated all these discouraging estimates. The Horse Guards themselves have been elaborating a plan for placing a very considerable Army in the field in the emergency of an invasion; and, with the exception of a few gaps in particular Corps, it does not appear that they have found the lamentable deficiencies which were lately predicted. When the question is fairly asked, with the apprehension of invasion before us, whether we have an effective Army to put in the field, it turns out that, upon the most scientific calculation, we need only the addition of some subsidiary forces to make the organization of our defence complete. Similarly, we hear no complaint from the Horse Guards of their inability to provide for an active interposition, in case of necessity, abroad. They leave it to be understood as in the absence of any statements to the contrary it must be, that they possess the materials requisite for the formation of an effective Force for Foreign Service. For this, as for Home Service, the problem of what has been required has been worked out, and we see for the first time the Forces of this country arrayed in real and tangible form. It will not be forgotten that we owe to Lord Cardwell the first prospect of this achievement, and that although in some details his plans may have had to be modified, the hopes he held out in his early speeches of our possessing an effective Army, and of our being, consequently, delivered from recurrent panics, have been fully realized.

Nothing, however, will have contributed more to this gratifying sense of reality than the letter we published yesterday upon the Aldershott Manœuvres of last Summer, issued under the directions of the Duke of Cambridge, and embodying his criticisms on the conduct of the various branches of the Service then engaged. We are too familiar with the kind of observations customary on such occasions. They have generally seemed confined to a simple recognition of the good intentions of everybody employed. Every one, no doubt, has always meant to make a satisfactory display of the Force under his command, and there is no soldier who has not endeavoured to make the best of himself under the eyes of the Commander-in-Chief. It seems to have been considered, as a rule, sufficient to recognize these excellent intentions, without considering how they were carried into effect, and perhaps such criticism was adequate in days when it was not supposed for a moment that our troops were maintained in a condition to stand the strain of actual war. Formal praise all round for the zeal and for the elementary military capacity displayed met all the exigencies of the occasion. The Duke of Cambridge has taken a much more serious view of his duty. The praise recorded in this letter is, indeed, cordial with respect to the efforts of the troops engaged in the Manœuvres and their general conduct. In particular, the Duke expresses himself much gratified by the exemplary conduct of the non-commissioned officers and men engaged in the Manœuvres, by their endurance of unexpected hardships, and by the high efficiency they displayed. He commences with the most valuable of all commendations upon the work of the General Officers who held commands by stating that, after careful perusal of their Reports, most of the suggestions contained in them have been strongly recommended for adoption on occasions of future Manœuvres. But, having thus done justice to qualities and capacities which, we may hope, would never be absent from the British Army, His Royal Highness proceeds to criticize with minute care, the conduct of the various arms of the Service in the recent evolutions; and he is much more concerned to point out the directions in which there is need of improvement than those in which efficiency, however commendable, ought to be taken for granted. Though he recognizes the progress made by the Cavalry during the last few years in the duties of reconnoitring and obtaining intelligence, he observes that there is still room for considerable improvement. He was struck forcibly with the tendency on the part of officers commanding bodies of Cavalry to employ too large a force on the outer line when engaged in reconnoitring, and he points out that this tendency is probably due to the fact that the share of responsibility is not allowed to descend sufficiently to the lower grades. Men are trusted in bodies, but not in twos and threes; and our Cavalry have yet to learn the method of covering a large extent of country with as small a force as possible. In the tactical handling of Cavalry, the Duke noticed an undue caution on the part of Cavalry officers, and a certain want of "dash and enterprise" in making sudden and unexpected attacks on opposing troops. This, perhaps, is a tendency which it is the danger of Manœuvres to encourage. It is apt to seem the most conspicuous merit of officers on such occasions to estimate accurately the risks of an attack and to calculate the amount of loss which, in the opinion of an Umpire, they would sustain. We have little fear but that all such hesitation would, in our troops, soon disappear under the actual excitement of battle; but it is most desirable that it should also be discouraged in preparatory Manœuvre. In respect to the Artillery the Duke draws attention to the larger force employed, and to the object kept in view of enabling Artillery Officers to bring a powerful fire to bear on any particular point by massing the guns or otherwise concentrating their fire. Too great stress, he thinks, cannot be brought to bear upon this requirement; but he at the same time warns Artillery Officers against the danger of wasting their ammunition by objectless or inaccurate firing, and he accordingly recommends that Range-finders should be more generally introduced. In speaking of the Infantry, while appreciating the increased intelligence they displayed in taking advantage of cover, and in moving in loose and open order, he dwells upon the imperative necessity of cohesion. He notices too great a disposition in general Officers to absorb the whole of their troops in their front line, as well as a neglect to keep their force concentrated around a central position for purposes of defence. He also observes that there often appeared to him a great want of enterprise on the part of General Officers commanding, when in defence of positions, in not assuming the offensive when opportunity offered; and points out that a counter attack delivered at the right moment might frequently change the result of the day, and in case of retreat might often save an Army.

These are some of the topics on which His Royal Highness communicates to the Army the result of his observation of their recent performances, and they are sufficient to illustrate the admirable spirit in which the letter is conceived. The temptation is so great to every man in his position, and especially to a Commander-in-Chief of his generous inclination, to dispense all the praise in his power, that his careful apportionment of praise or blame, or rather of advice, merits the most cordial public recognition. It is the act of a man who recognises the reality and the vast importance of the work now involved in the command of the Army, even during Peace, and who is determined to discharge his responsibility without reserve. It should, however, be at the same time recognized that this welcome energy is only what might have been expected from the manner in which the Commander-in-Chief has accepted the recent measures for the reform and re-organization of the Army. Whether or not they have been entirely in conformity with his predilections is a point which he has not cared to make publicly known; but from the moment they were adopted by Parliament and the country he has cordially accepted them and loyally endeavoured to carry them out with thoroughness. The country, he saw, desired to have an Army of a particular character, and he, as the Officer Commanding-in-Chief, has resolved that this Army shall at least be the best of its kind. In this respect he has set an example of incalculable value throughout the Service, and the success of our recent changes will, in a degree which can scarcely be exaggerated, be due to his generous and vigorous support. He has, however, never contributed any aid of greater value than the frank and firm criticism embodied in the letter we published yesterday. Our officers will welcome this wholesome severity no less than the public; and the assurance that it may be always expected for the future will be an invaluable stimulus to military proficiency.

THE BRITISH ARMY ABROAD.

(*Pall Mall Gazette*, Dec. 10.)

For some days past we have all been in raptures over the new scheme of army mobilization, which is to render us invulnerable against invasion; but it was not till yesterday that the discovery was made—(by the *Times*)—that we are also equally well equipped for offensive warfare. As regards the army for home service, indeed "it turns out that, upon the most scientific calculation, we need only the addition of some subsidiary force to make the organisation of our defence complete. Similarly, we hear no complaint from the Horse Guards of their inability to provide for an active interposition, in case of necessity, abroad. They leave it to be understood as in the absence of any statements to the contrary it must be, that they possess the materials requisite for the formation of an effective force for foreign service. For this, as for home service, the problem of what has been required has been worked out, and we see for the first time the Forces of this country arrayed in real and tangible form." It will not be forgotten that we owe to Lord Cardwell the first prospect of this achievement, and that although in some details his plans may have had to be modified, the hopes he held out in his early speeches of our possessing an effective Army, and of our being, consequently, delivered from recurrent panics, have been fully realized.

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He was struck forcibly with the tendency on the part of officers commanding bodies of Cavalry to employ too large a force on the outer line when engaged in reconnoitring, and he points out that this tendency is probably due to the fact that the share of responsibility is not allowed to descend sufficiently to the lower grades. Men are trusted in bodies, but not in twos and threes; and our Cavalry have yet to learn the method of covering a large extent of country with as small a force as possible. In the tactical handling of Cavalry, the Duke noticed an undue caution on the part of Cavalry officers, and a certain want of "dash and enterprise" in making sudden and unexpected attacks on opposing troops. This, perhaps, is a tendency which it is the danger of Manœuvres to encourage. 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THE SUEZ CANAL.

(*The Times*, Dec. 10.)

We give to-day the translation of an article that conveys the worst that foreign ingenuity has been able to say against this country for buying the Khedive's shares in the Suez Canal. We were indebted for that valuable epitome of malice to the *Moscow Gazette*, a journal which, representing the old Muscovite Party, dislikes Western influence almost as intensely as some of ourselves dislike the influence of Russia. That Party often honours England by throwing at her the choicest missiles in a peculiarly rich store of invective, and this time the heartiness of these attentions denotes that we have reached a peculiar pitch of wickedness. By gaining territorial rights in Egypt we have "most unceremoniously taken the lead in partitioning Turkey." No longer content with seizing distant lands, we have "pocketed the key to the whole of Southern and Eastern Europe," and thus we have constituted ourselves "the sole and absolute judges of what is good and profitable for the other countries concerned." Such conduct is of a piece with "the jealousy and superstitious anxiety marking British policy towards other countries." The Khivan campaign put us into a "furious rage," and in a mysterious way we tried to "tie Russia's hands and place a horde of Central Asiatic nomads under the protection of International Law." Now that we have "seized" the Suez Canal, can any one be simple enough to believe that we shall impartially guard the interests of other countries in that highway?

This piece of malice is interesting chiefly because it indicates a plan for aggression. If we have "seized" the Suez Canal, if we have thus begun the "partitioning of Turkey," and if the welfare of other Powers thus lies at our mercy, why should not those Powers, in self-defence, "seize" something else, say Constantinople, and otherwise profit by the distribution of the Ottoman Dominions? The answer is very simple. It was given by the Chancellor of the Exchequer the other day. We have "seized" nothing, and commenced no "partition." We have bought 176,602 shares for £4,000,000, and we have done so purely for purposes of self-defence. Our influence will be used to make the Canal, not an English, but an international highway. We have both the will and the power to make it perfectly neutral, and we bought our right because we doubted whether any other nation had either the will or the power to put it strictly to its proper use. Let the case be tested by the comparatively low ground of commercial interest. This country has abandoned every vestige of the old Protective system. Its Navigation Laws are as dead as its Corn Laws. No Minister of Parliament would get a hearing in the House of Commons if he were to propose that a differential duty should be put on foreign fabrics, or that foreign shipping should be treated less favourably than our own. Free trade has become a part of our practical religion. If it be true, as the Continental people say it is, that we are Freetraders purely from self-interest, so much the greater certainty is there that we shall not go back to Protectionism. But of what Continental nation can so much be said? Not of France, which indeed the force of despotism to teach her the practical rudiments of Free Trade, and which has still a strong hankering after protective duties. Still less can the spirit of commercial impartiality be claimed by Russia, which is sunk deep in the mire of mercantile selfishness as this country was before the time of Adam Smith. One of the reasons, why her trading classes urge her Government to annex region after region of Central Asia is to give them an exclusive market for their wares; and no sooner does any territory become Russian than English goods are practically shut out of it by high duties. If the half of the Suez Canal shares had passed into the hands of Russia or France, other nations might have feared that their commercial interests would be sacrificed; but even hypocrisy itself can scarcely, in its cooler moments, attribute such a design to England. She, if any country, is the best fitted, than to guard the general interests of trade. It is argued, however, that political interests are at stake, for it is mysteriously said that the Canal is the key to the "whole of Southern and Eastern Europe." The truth is that the Suez Canal is the key to nothing but certain parts of Asia, and especially of India. France need have no fear on that account, for she has virtually no political influence in the East. She could not have purchased the shares which we have bought without virtually confessing that she wished to convert Egypt and Syria into French provinces. We have a vital interest in the neutrality of Egypt; France has none. It is equally difficult to see what harm our hold on the Suez Canal can do to Russia. She has no India or Australia to defend, and the Isthmus of Suez is not her shortest way to Kashgar. Yakub Khan would feel quite comfortable if he were menaced only by the Russian Navy. It is true that she might have some reason to complain of our command of the Canal if she intended to seize Syria, the Euphrates and the Tigris valleys, Teheran, the whole of Persia, and, indeed, everything between the Levant and the Indus; but she protests against the bare suspicion that the Czar would like to play the part of an Alexander. To insinuate that we have done any harm to her by securing a large stake in the Suez Canal is about as preposterous, then, as to say that we ought to assume a protectorate of Constantinople because she recently annexed the northern part of Khokand. If we do not complain of the speed with which General Kaufmann swallows up whole kingdoms in Central Asia, we may surely insist on our right to secure a passage for our ship, and our soldiers to countries in which Russia has little commercial and no military interest?

These considerations form the answer to those of our own countrymen who doubt whether England has gained any substantial advantages by purchasing the Khedive's shares. The objections might seem fatal if we looked at the transactions purely from the commercial side. The proper course, however, is to ask what would have happened if the shares had fallen into the hands of a foreign Company, which would have done the bidding of a foreign Government. The Khedive would instantly have fallen under influences which might have been alarming. The Canal might have been fortified, or it might have been obstructed in the hour of need. Had any European nation gained such a power, it might, especially if ruled by a dynasty which depended for *prestige* on a "brilliant foreign policy," be tempted to go beyond the necessities of its own material interests. Thus it might have cast us into a panic, perhaps need less, perhaps not, but at all events dangerous. The old quarrel between France and England about Egypt should suffice to show the wisdom of removing temptations from the path of friendly nations, especially if they run any risk of falling under dynasties who have a family interest in Egypt and who go to war for ideas. A sum of four millions is a very small insurance against such a peril. Some day the French will thank us for thus helping to put an end to their ruinous dreams of Eastern ambition. We have a right to expect, also, that other nations will acquit us of any ambitious designs when they see that we merely mean to defend Egypt against aggression, and when they reflect on the rectitude of their own intentions.

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NOTICES.

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ENGINEERS, IRON AND BRASS FOUNDERS,
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BOILERS, PUMPS, &c.
Carnac Iron Works, Bombay, 20th May 1875.

NOTICE.—PURSUANT to Act XXVIII. of 1866, called "The Trustees' and Mortgagees' Powers' Act 1866." In the Matter of the Property and Credits of JAMES DOUGALL, late of Oomraote, in the Hinduee and Assigned Districts, deceased, who died intestate at Oomractee aforesaid on the 19th day of August 1875, and Letters of Administration to whose Property and Credits was granted by the High Court of Judicature, Bombay, on the 18th day of November 1875, to JAMES MELVILLE, Attorney of Andrew Dougall, hereinafter named, of Bombay, Esquire. NOTICE is hereby given, that all persons being Creditors of or otherwise having any claims upon or against the Estate of the said James Dougall deceased are required on or before MONDAY, the 3rd day of January 1876, to send to the said Administrator at the Office of the Mofussil Company, Limited, at No. 23, Apollo Street, the particulars of their claims upon or against the Estate of the said deceased, and that at the expiration of such time the Administrator will hand over the whole of the Assets of the said deceased to Andrew Dougall, Esquire, of Strawberry Hill, in Scotland, the only brother germane, and next of kin of the said James Dougall, deceased, having regard only to the claims of which he shall then have notice. All persons indebted to the deceased's Estate or having property of his in their hands are hereby required to pay their debts or hand over such property to the said Administrator.—Dated this 4th day of December 1875.

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